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The Hongkong Telegraph

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SATURDAY, DECEMBER 12, 1925.

日七十二月十

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The PURCHASER of a Backward
Four recently complained that his
DEALER (?) had held up his hands
in horror at the thought of SERVICE,
explaining that he simply sold cars
and had NO PARTS and NO
SERVICE STATION.

THE DRAGON MOTOR CAR CO., LTD.

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33, Wong Nai Chung Rd. Happy Valley

SOUTHERN WAR.

CANTON TROOPS VICTORIOUS.

YUMCHOW FALLS.

An occasional correspondent at
Limechou, in the Pakhoi district,
writes saying that the whole dis-
trict is now completely surrendered
to the Canton forces. Gen. Shan
Po-fan's soldiers have all left and
the victorious Red troops have been
pouring in for some days past.
There has been no fighting of any
kind, except with bands of robbers.

Another correspondent, says that
in connection with the capture of
Siu Kai and An Poo by the Canton
Army, a report is now current that,
at a military council held at the
headquarters of Gen. Tang Poon-
yan, Gen. Wong Che-woon was shot
and killed outright by a staff officer
of Gen. Tang. The report further
states that Gen. Shan Po-fan
offered conditional surrender to the
Canton Army, but that this was
rejected by Gens. Yu Chok-pak and
Wong Yuk-sang, who are now in
complete occupation of this district.
It is said that Gen. Shan Po-fan
has fled, leaving his subordinate
officers to see to the disposal of the
troops.

HOMELESS SOLDIERS.

A belated report, owing to the re-
stricted communications, has been
received which states that the re-
mainder of the defeated troops of Gen.
Lum Poo, on the border of Kiang-
si have been definitely refused by
Feng Poon-yan, the Tupan of
Kiangsi, entry into that province.
There is a fear that these men
will become bands of brigands,
unless Gen. Chang Kai-shek takes
the matter in hand and deals with
these homeless soldiers in the same
way as was done to the soldiers on
the Fukien border. Another re-
port states that Gen. Ching Chun
has been ordered to proceed to Chi-
ling, Ping Yuen and other places
to suppress brigandage. It is likely
that this part of his activity will
include the rounding up and dis-
arming of these roving bands of
homeless soldiers.

NORTH POINT CASE.

ALL PRISONERS DISCHARGED.

The two men who were being held
on a charge of manslaughter and
the seven others on a charge of
inflicting grievous bodily harm,
were discharged by Mr. R. E. Lind-
sell to-day at the Central Magis-
tracy.

The case recalls the strange
affair which occurred several weeks
ago at North Point, when a police
picket, in the early morning, came
upon the spectacle of two men tied
to stakes on the reclamation, one
of whom was dead, as a result, it
is believed, of a severe beating with
sticks.

In their subsequent investiga-
tions, the police made a number
of arrests from among the 400 Nor-
thern men with whom the dead
man and his companion had worked
and lived, in the work yard of
the Netherlands Harbour Works
Company.

It was then disclosed that the
assault had been committed because
two boxes containing clothing had
been missed from the shed. Sus-
picion having fallen on the two
men in question, they were taken
out on the sea front in the dead of
night, blind-folded, and then tied
to stakes and beaten.

In discharging the men, his
Worship said that although the
evidence was insufficient against
them, he personally believed that
they were all more or less impli-
cated in the case which had led

DIRECTOR OF EDUCATION.

SICKNESS OF MR. G. N. ORME.

The many friends of Mr. G. N.
Orme, the Director of Education,
will learn with regret that he has
been an inmate of the Govern-
ment Civil Hospital for some
days past, suffering from malaria
fever.

Mr. Orme has been in in-
different health for some time,
and we understand that on re-
covery he will proceed on sick
leave to England. The name of
Mr. A. E. Wood is being men-
tioned in connection with the
post of Acting Director of Educa-
tion.

Many sincere wishes for Mr.
Orme's recovery to complete
health will be extended to him.

MOTOR MISHAP.

A LORRY IN DIFFICULTIES

A very unusual accident befel
a motor lorry on the Kowloon
City Road yesterday.
The vehicle was being driven
at a good speed along the road
and everything went all right
until it had reached the Tam
Kung Temple when the offside
front wheel suddenly gave way
and the vehicle collapsed. It
turned over on its left side,
throwing out the driver and a
Chinese coolie. The two men
were not slightly injured, and
did not go to hospital. The lorry
was later towed back to
Kowloon.

FRENCH POLAR PLANS.

AMPHIBIOUS MOTOR CARS.

The Paris correspondent of the
Times says plans are being pre-
pared for a polar expedition by a
French naval officer under Gov-
ernment auspices.

It will start from Spitzbergen
in June.
The principal object of the ex-
pedition, which will travel in six
specially constructed amphibious
motor vehicles, is to cross the
great unexplored region lying be-
tween the North Pole and point
Arrow, Alaska, and find whether
land exists there.

Full advantage will be taken of
the lessons learnt from the last
Amundsen expedition and two
seaplanes will be carried.

PERSIAN OPIUM.

COMMISSION TO ENQUIRE.

Geneva, Dec. 11.
At a short session devoted to
minor matters the League Coun-
cil approved the proposal for despatch
of a commission of enquiry to
Persia on the subject of the culti-
vation of opium.

It passed a resolution thanking
the Bureau of Social Hygiene, New
York, for its contribution of
\$20,000 towards the expenses of
the commission.—Reuter.

Professor Achard of the French
Academy of Medicine has just
completed an investigation of the
consumption of alcohol in France.
In 1918, when there were war re-
strictions still in force, the con-
sumption was 22,000,000
gallons. Professor Achard says
that the consumption of alcohol is
rapidly increasing among the
women of France. This is due,
he says, "to the general tendency
of the female to imitate the male."
Other aspects of the phenomenon
being the boyish "bob" the

IOLANTHE.

PHILHARMONIC SOCIETY'S SUCCESS.

A FINE CHORUS.

'Twas a happy choice which led
to the selection of "Iolanthe," one
of the lightest and brightest of
Gilbert and Sullivan operas, as the
first production for the present
season of the Hongkong Philhar-
monic Society, and the all-round
excellence of the performance last
evening when the initial bow was
made to the public, justifies the
feeling that it is destined to be one
of the most successful shows pre-
sented by local amateurs in recent
years.

Well-balanced, artistic, and
giving to a large extent the impres-
sion of spontaneity, the opera as
presented by the Society is wholly
satisfying, and if one or two of the
principals clash in some small
measure with the libretto sugges-
tion of his or her appearance, one
remembers the smallness of the
community, the consequential dif-
ficulty of making the fit perfect,
and forgets, in thorough enjoyment
of the rendition as a whole, the
inaccuracy.

The honours of the evening were
shared by Mr. A. J. Brock, a very
susceptible and truly Gilbertian
Chancellor, and Mrs. A. M. Bowes-
Smith, whose Phyllis was an
achievement. Their singing went
hand in hand with capable acting.
Mrs. Bowes-Smith was in excellent
voice; nothing more could be
desired than the liquid beauty of
her tones, now gay, now sad, but
always full of indefinable charm.
Mr. Brock, with his strong though
tuneful voice, bore a great respon-
sibility in his part, but came
through with flying colours, merit-
ing nothing less than the highest
praise.

Mrs. Collett (Iolanthe) sang de-
lightfully at each appearance: "My
Lord, a suppliant at your feet" she
rendered with expression and a
charm which accorded it a high
place in the solos of the piece.
Mrs. Neil Mathieson interpreted her
role with due regard to its historic
scope and her songs were capitally
rendered.

Mr. J. C. Lyle did not give
Strophon the fullest quality, but
his voice, though lacking in power
has an attractive all its own, and
he showed to advantage in duets
with Phyllis. The Earl of Mount-
arrarat and Earl Toller were
parts capably filled by Mr. D. M.
Rycroft and Mr. D. M. Richards,
and Mr. G. H. Piercy's sonorous
voice was well suited to Pte. Willis
(of the Grenadier Guards).

The most pleasing feature of the
entertainment however is the ex-
cellence of the chorus. Harmony,
sweetness of tone amongst the
ladies, and a rollicking freedom
combined with good voice amongst
the gentlemen, lead one to suspect
that really good voices are hidden
away somewhere in the midst.
Mr. Stanley Collett, the musical
director, is to be congratulated on
their well-nigh perfect finish.
The leaders of the ladies Mrs.
L. C. F. Bellamy, Miss D. M.
Puncheon and Miss V. M. Jef-
ford make valuable contributions.

The Society must also be grateful
for the assistance rendered by a
very efficient orchestra conducted
by Mr. Collett. Attention has been
applied to the scenery which has
been so designed as to make a very
effective background for the ex-
cellent tableaux, and to its dignity
has been added a Big Ben which
keeps correct time in the House of
Parliament and which has been
supplied by Messrs. Mustard and
Co.

"Iolanthe" is the first attempt
at production in this Colony of Mr.
R. R. Davies and in every possible
way his efforts are worth of the
highest praise. His attention to
detail and to the requirements of
Gilbert and Sullivan effort are a
credit and an achievement.

ROAD MAKING.

IMPORTANT SOUTH CHINA PROJECTS.

That the present Canton mili-
tary commanders are fully alive
to the value of good roads is proved
by several reports to hand. The
road from Tungshan to Chu Chien,
which is over 43,000 feet in length,
is already completed. It is now
proposed to extend this road from
Chu Chien to Whampoa, the survey
of which is expected to be finished
in a week's time. This extension
includes the Tung Poo section
which requires a bridge to be built
and it is reported tenders will be
called for the construction of this
bridge, as soon as the specifications
have been made out in detail.

It is also reported to Canton by
Gen. Kum Nai-kwong, the Adminis-
trator of Civil Affairs, that the
elders and gentry of the district
have enthusiastically taken up the
proposal to build a highway from
Yeung Kong to Yan Ping, the dis-
tance being about forty miles.
The ceremony of cutting the first
sod was performed on December
2, and the work of construction
was forthwith commenced. From
Yan Ping it is proposed to build a
highway to Sun Chang which is
out thirty five miles. The com-
pletion of these two highways is
estimated to take about six months.
As things are now, it takes five
days to reach Canton, and on the
completion of the roads, it will
take one day.

The report further states that
the temporary office of the Adminis-
trator of Civil Affairs is at Yeung
Kong, and that measures for com-
bating the existing plague, and
for preventing its spread to neigh-
bouring towns and villages, have
been instituted.

NEW FRENCH TAXES.

FINANCE MINISTER'S PROGRAMME.

Paris, Dec. 11.

Before the finance commission of
the Chamber, M. Loucheur explained
his financial plans. The
estimated total yield of the con-
templated taxes is eight milliards
of francs. He said this was the
minimum effort necessary to ensure
balancing the Budget, and the
normal functioning of the sinking
fund in the early stages of its
existence.

He opined that no solution of the
problem of stabilisation of the
franc could be contemplated so long
as the question of inter-Allied debts
remained in suspense. It was first
of all necessary to settle the French
debt to the United States.—Reuter.

Chorus: Mesdames Cornaby,
Hayward, Hooper, Harder, Keeton,
Loran, Lyle, Mather, Morgan,
Nicholson, Ost, Provan, Rowe,
Stirling, Misses Cole, McClay,
Mow Fung, Odell, Ogilvie, Shaw,
Stanley, Stubbings, Tolan, Will-
mott, Messrs. Baldwin, Banner,
Barnet, Bell, Bennett, Bens-
ley, Best, Burrows, Evans,
Exall, Farquharson, Fountain,
Harmon, Harvey, Jefford, Nichol-
son, Ost, Paterson, Provan,
Salter, Sanders, Shephard, Suther-
land, Thomas, Thomson and West-
lake.

Stage Manager & Producer:
Mr. R. R. Davies. Stage Lighting
by Messrs. Derrick & Coler. Prop-
erty Master: Mr. Neil Mathieson.

Orchestra: Mrs. H. Balaan,
Miss E. J. Box, Miss J. Braga,
Miss R. Judah, Mr. J. L. Alves,
Mr. G. E. Longyear, Mr. C. A. P.
Xavier, Mr. J. M. S. Rozario, Mr.
N. U. Sequeira, Mrs. F. A. Griggs,
Handman Brink, Musician Dona-
van, Handman Hannan, Band-
man Mackleworth, Corporal John

LEAGUE PLAN.

DISARMAMENT CON- FERENCE ARRANGED.

WORLD INVITED.

Geneva, Dec. 11.

A private sitting of the Council
of the League has approved the pro-
gramme of the preparatory com-
mittee for a disarmament con-
ference.—Reuter.

Geneva, Dec. 11.

One of the outstanding items
in the agenda of the conference
was disposed of amid universal sat-
isfaction. All details of the con-
stitution of the disarmament com-
mission, together with the proce-
dure and programme, have been
completed, and undoubtedly will be
approved at to-morrow's sitting of
the Council. The commission will
probably meet at Geneva in Febru-
ary.

The State on the Council have all
agreed to serve on the commission.
Invitations will now be sent to
other Powers, including Germany,
Russia and the United States.—
Reuter.

CHOLERA CASES.

GERMAN SHIP INVOLVED.

Madras, Dec. 11.

There have been no further cases
of cholera reported on the s.s.
Trifels, and the vessel will be per-
mitted to leave for Rangoon where
she will be quarantined.
Five of the crew who were sent
to hospital are progressing satisfac-
torily.—Reuter.

[A Madras message of December
9th stated:—The German cargo
steamer Trifels which arrived from
Hamburg last week has been
quarantined owing to a sudden out-
break of cholera aboard. Two of
the crew have died and seven have
been sent to hospital.]

FALLING FRANC.

ABSOLUTE LOW RECORD.

London, Dec. 11.

The French franc has closed at
a new low record of 131.45 to the
pound.

The fall of the franc is mainly
attributed to the further inflation
disclosed in yesterday's return of
the Banque de France.—Reuter.

GAVE THE SHOW AWAY.

GERMAN CHEMIST'S HEAVY SENTENCE.

Berlin, Dec. 11.

On the ground that for money
he betrayed the secrets of the
works to the Inter-Allied Control
Commission, Walter Pullerjahn, a
former official of a chemical works
in the suburb of Wittenhau, has
been sentenced by the Supreme
Court to fifteen years' penal serv-
itude for high treason. The trial
was held in camera.

It was stated that Pullerjahn's
information led to an inspection of
the works by the Commission, with
subsequent serious political con-
sequences.—Reuter.

SHIPYARD FIRE.

OIL TANKER BADLY DAMAGED.

Amsterdam, Dec. 11.

A fire in the Netherlands ship-
building Company yard has caused
the destruction of a large ship and
damaged to a great extent

Bulls and Inners

From the Office Butts.

There's some excuse for a blue
nose when coal costs a dollar a
scuttle.

The rumour persists that Oxford
"bags" are going out of fashion.
We suspect the trouser-press
manufacturers.

We notice that the Telephone
Company was formed for the
purpose of supplying telephonic
communication between Hong-
kong and its Dependencies for a
period of fifty years. Judging
from some of our efforts to get
Kowloon, it should have read
"within fifty years."

A Happy Valley resident
is putting by money to purchase
a canoe.

Health chat No. 13.—Having
cold feet will not keep you out of
hot water.

A Gorman "wanted" in North
China for alleged embezzlement
was arrested in Hongkong. He
appears to have been carrying
Shaukiwan cat becomes "No. 1
Fox."

"Turkey's Regret" reads a
local newspaper heading. It is
not expected however, that this
will bring its mystery and
will influence the usual Decem-
ber procedure at the Dairy
Farm.

An advertisement appearing in
a Home paper for perfumed
cigarettes states "If you cannot
visit the East, these cigarettes
will bring its mystery and
fragrance to you in your own
home." To complete the effect,
however, a bottle of the mysteri-
ously fragrant Eau de Wanchai
Praya should be included.

We are authorised to con-
tradict the rumour that the Peak
Tram Company intend to run
a special car for Masters of, and,
or Hounds.

It is not true that the a.s.
Macedonia will in future be
known as the Missy Donah.

Apparently these P. W. D.
lorries don't believe in having
any truck with tramcars.

The harmless now arrival who,
having met a Peak resident for
the 13th consecutive morning,
ventured to say "Good Morning,"
is now searching dictionaries for
the definition of the word
"Taipan."

These colds in the head are
awful. A contemporary refers to
the real estate boom in Florida
being in full "swing."

In buying Christmas presents
these days, on both sides of the
counter it is a question of trust
or bust.

You'll probably find that the
man who boasts that he under-
stands women, is the same one
who says he can regulate your
carburettor.

Maybe Chang Tso-lin cannot
run Manchuria, but man, sure he
can run.

Signs of Normality.—Command
Orders still refer to wives of
other than officers as "women."

Olive branches will be largely
used this festive season for de-
corative purposes.

Newspaper heading: "Can a
Landlord Raise Rent?" Can a
duck swim?

If China is to go ahead she will
require more backing.

It was extremely considerate
of the Water Authority to refrain
from restricting the water supply
until after the American tourists
had left.

About the only thing that has
been really busy in Hongkong
this year is the stock.

Despite hard times, no doubt
the Christmas cunshaw will
come, sure.

In the near future it looks as
if it is going to be real hard to
arouse much enthusiasm in local
education.

The well-dressed man will
wear crotonne waistcoats this
winter," says a Home journal.
Should be useful for hiding the
soup stains.

Our now Governor is equable
in temper but nevertheless he
went up in the air a few days ago.

Things are getting so bad now
that they'll soon be calling
sweaters perspirators.

These radio inventors are doing
wonders in the way of magnifying
the human voice, but they don't
seem to be able to do anything
for the voice of conscience.

Says a local newspaper:—"At
the house of a high Harbour
Office Official at Happy Valley,
..... a dog's dish left with
water in overnight on a closed-in
verandah, had a thin coating of
ice on it the next morning."

It's all right now, but for a time
we really thought that summer
had gone in for this non-stop
crize.

We understand however, that our
contemporary does not believe
that the cat of a low P.W.D.
Official on the Peak, singed his
tail whilst strolling near the
volcano on Mount Kellet.

If your motor is missing, keep
cheerful. You might be in
America and miss it altogether.

The American tourist who
was overheard to say on the Peak
tram "Guess there'll be a few
new faces in Heaven if this durn-
ed rope ever breaks" had no fear
of it breaking while he was a
passenger.

Singing at work isn't always a
sign of cheerfulness. Consider
the mosquito.

We have been informed from a
particularly reliable source, that
the object of taking a dog to the
office every morning is to keep
shroffs away.

Seems to us that the only way
to make aviation safe is to have
a good lawyer prove that the law
of gravitation is unconstitutional.

Red ears are a sign that you
are being talked about. So is
a red nose.

When a customer keeps on
asking to see something more ex-
pensive, don't get excited. She
may only be waiting on a friend.

"Paris Blacksmith's Healing
Touch" says a heading in the
South China Morning Post.
Naturally. All blacksmiths have
annealing knowledge.

We saw a flapper in the lift the
other day who had seen 17 sum-
mers, but we can't even guess
how many times she saw them.

We want to wonder where a
man would go to get a new pair
of shoes made.

We want to wonder where a
man would go to get a new pair
of shoes made.

HONGKONG HOTEL ROOF GARDEN

WILL BE RE-OPENED ON
DECEMBER 15th, 1925.

POPULAR TEA DANCE DAILY

(Sundays excepted)
4.30 p.m. to 6.30 p.m.

ADMISSION FIFTY CENTS INCLUDING TEA.

Express lifts from Roof Garden Entrance
in Pedder Street.

THE HONGKONG & SHANGHAI HOTELS, LTD.

ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central



is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseilles Bonillabaise," "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

DINNERS TO ORDER

Tiffin and Dinners served from 10.30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."



To-night!

YOU must look even lovelier than he has dreamed—your hair gleaming—your eyes deep pools of glory—your arms warm ivory with never a trace of shadow.

X-BAZIN will give your arms—underarm and fore-arm—and your neck this immaculate beauty. Pleasantly, safely, almost instantaneously, this marvellous French depilatory removes superfluous hair. It leaves the skin smooth and creamy and does not coarsen, darken, or increase future growth. And it is scented—so very delicately. For his sake and your own—use X-BAZIN to-night, of all nights!

Manufactured by
HALL & RUCKEL, Inc.
New York, U.S.A.

X-BAZIN

Famous French Way of Removing Hair

Exclusive Agents for South China

R.H. KOTWALL & CO., P.O. Box 252, Hongkong



TARIFF CONFERENCE.

IMPORTANT CHINESE PROPOSALS.

Peking, Dec. 11.

Important proposals, considerably extending the scope of the Tariff Conference discussions, were placed before the Conference Committee this morning by the Chinese delegates. Presenting the Chinese proposals concerning the revision of the Customs schedule and duties on imports, Mr. Tsai Ting-kan suggested that inasmuch as the conference had unanimously recognised China's right to tariff autonomy and provided it was enforced on January 1, 1929, it went without saying that from that date the valuation of commodities will be done according to the laws promulgated by the Chinese Government instead of as a result of international agreement as heretofore. The Chinese Government, however, will, for the purpose of the interim period, in harmony with the spirit of the Washington conference, lay before the present conference draft regulations relating to tariff revision and request representatives of the Powers interested to give them careful consideration.

Foreigners to be Taxed.

After discussion, it was decided to postpone consideration to a later meeting in order to enable experts to examine the proposal.

Dr. C. T. Wang then read two further declarations, the first of which concerned the levying of duties and taxes on foreigners residing in China. It refers to the difficulties experienced by the Chinese Government in collecting national taxes from foreigners and also Chinese residing in the Settlement and railway zones, and mentions that, as soon as the link was abolished, the Government would be compelled to devise new and reasonable taxes in substitution of the old. The declaration concludes: "Consequently the Chinese Government declares that foreigners in China, whether residing within or outside the Settlements or within the railway zones, as well as other localities, shall discharge equally with Chinese, their fiscal obligations according to the laws promulgated by China. It is hoped that the plenipotentiary delegates of the Powers will appreciate the reasonableness of this declaration."

A Step Towards Likin Abolition.

The second declaration, which was received with general satisfaction by foreign delegates, as constituting a first step towards the abolition of likin, stated that the Chinese Government was prepared three months after the close of the conference to relinquish the right to levy existing export duty on native goods not destined for exportation abroad, and the coast trade duty, and hereafter the export duty will not be levied on native goods shipped from one Chinese port to another. In order, however, to prevent such goods being fraudulently shipped to foreign ports, the exporter will be required to pay a regular export duty at the first port to secure a drawback certificate, on production of which the amount paid will be refunded upon reimportation of the goods into the second port, it being understood this arrangement does not apply to native goods exempt from export duty.—Reuter.

THE LATE SERGEANT BLACKMAN.

INQUIRY INTO DEATH OPENED.

The inquiry into the death of Sergeant A. H. Blackman, who was found shot dead at Sai Kung Police Station on December 3, in circumstances which pointed to suicide, was opened by Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon. Mr. E. G. M. Grimble was foreman of the jury. Addressing the jury, Mr. Lindsell said he did not think they would have any difficulty in coming to the conclusion that the Sergeant shot himself at the police station and that it was a case of suicide while of unsound mind.

The first witness called was Fu Teh-fang, a Northern dialect interpreter at Sai Kung Police Station. He said he had been stationed there since January, 1924, and that Sergeant Blackman took charge of the station on November 8.

At that time he appeared to be in good health, but he was ill between November 30 and December 2 and lay on his bed for considerable periods. He got up at times to attend to his ordinary duties. On the night of November 30 he spoke of going to hospital, but he did not go. The following day he said he felt better and on December 2 he was well in the morning but taken ill again at night.

No Alarm During Night.

Witness saw him in the Charge Room at seven o'clock at night, but they did not speak to each other. Witness 1st saw him alive at eight o'clock when the Sergeant was in his room. Witness went upstairs to ask him for the revolver for the patrol, and also how he was feeling. The Sergeant replied that he was very ill, and when witness put his hand on his head he found it was very hot. He felt his cheek and that was "hot like fire."

When asked if he would go to hospital, the Sergeant replied that he would see how he felt on the following day. Witness was not awakened during the night and he did not hear a shot fired. The following morning at about seven o'clock, Sergeant Blackman's boy came to him and made a report. Witness called everyone on the station together and they all went up to his room.

They found the Sergeant lying dead on his bed. There was blood about his head, and he had a revolver in his right hand. Witness identified the revolver (produced). He did not move the body but sent a telephone message to another police station.

Collecting Government Revenue.

Witness added that Sergeant Blackman had a certain amount of revenue to collect from the distillery. On the night of his death there were over \$500 of revenue money in the safe.

Mr. Lindsell: Did he like collecting Government money?

Witness: No. He said that it was not Police work, and that it should be collected by the Revenue Officers.

In answer to further questions witness said that collecting the revenue money seemed to worry him. He was the only European at the station, but now there were two European officers.

The foreman of the jury asked if the Sergeant wanted a doctor on the night before his death, and witness replied that he did not ask for one.

Dr. E. P. Minett, Government Bacteriologist and Officer in charge of Mortuaries, said he made an examination of the body

on December 4. The examination revealed a bullet hole on the right side of the head, the wound being charred at the edges.

That denoted the revolver was fired while held quite close to the head. There was another hole in the left side of the head on about the same level. There was no charring of that wound, in indicating that the bullet had come out at that point. The bullet traversed the base of the brain and fractured a portion of the base of the skull. The position of the two holes was consistent with the wound having been self-inflicted.

Advanced Tuberculosis. Continuing, Dr. Minett said the body showed signs of fairly advanced tuberculosis in the upper lobe of each lung, and there was a cavity in the left lung. There was also tubercular ulceration of the intestines, and tuberculosis of the internal glands. All the other organs were in a natural condition.

His condition was such as to cause a high temperature and fever, and he must have been ill for some time before his death. He must have been feeling ill for a long period.

Mr. Lindsell: Do you think that his condition was such that if he had been examined by a properly qualified medical man within three months of his death, his condition would have been discovered?

Dr. Minett: Yes, I think so. The doctor added that the presence of a cavity denoted old standing tuberculosis.

Assistant Superintendent Gerrard: As Sai Kung has rather a bad reputation for malaria, did the doctor find any signs of it when he examined the body?

Dr. Minett: There were no obvious signs of malaria.

Cook Boy's Evidence.

Sergeant M. Murphy said he knew Sergeant Blackman, and on December 4 he went to Victoria Mortuary and identified the body in company with Dr. Minett.

Hau Chung-sang, Cantonese interpreter at Sai Kung Police Station, gave corroborative evidence, saying that he last saw the Sergeant alive at seven o'clock on the night of December 2. Witness took over his duties on that day and the Sergeant appeared to be ill. He said he would go to hospital on the following day but was reluctant to do so as there was a new man at the station. Witness heard no shot fired during the night, but it was a windy one, and the wind made a noise in the trees near the station.

Tsang Fu, cook boy to the Sergeant said he went into his employ on November 10 and last saw his master alive on December 2 at 7.15 p.m. He served dinner about seven o'clock in the sitting room, and told the Sergeant it was ready.

Inquiry Adjourned.

He replied that he did not want the food, he made some tea and took it to the bedroom, and that was the last time he saw his master alive. The following morning he took tea upstairs, receiving no answer to his knock on the door. He went inside and found the Sergeant lying dead on the bed with blood on his face. Witness was frightened, and ran downstairs and made a report to the interpreter.

In reply to a question by Mr. Lindsell, Mr. Gerrard intimated that he would make inquiries to discover if Sergeant Blackman had been medically attended during the past few months, and if he had been in hospital during the past year.

At this stage the inquiry was adjourned until next Thursday at 2.15 p.m.

Is Your Information In?

Firms, Associations, etc., listed free.

Especialy we ask New Firms to

Kindly cooperate with us in giving the Public complete and accurate information. Send us your name and our representative will call. Forms on application to

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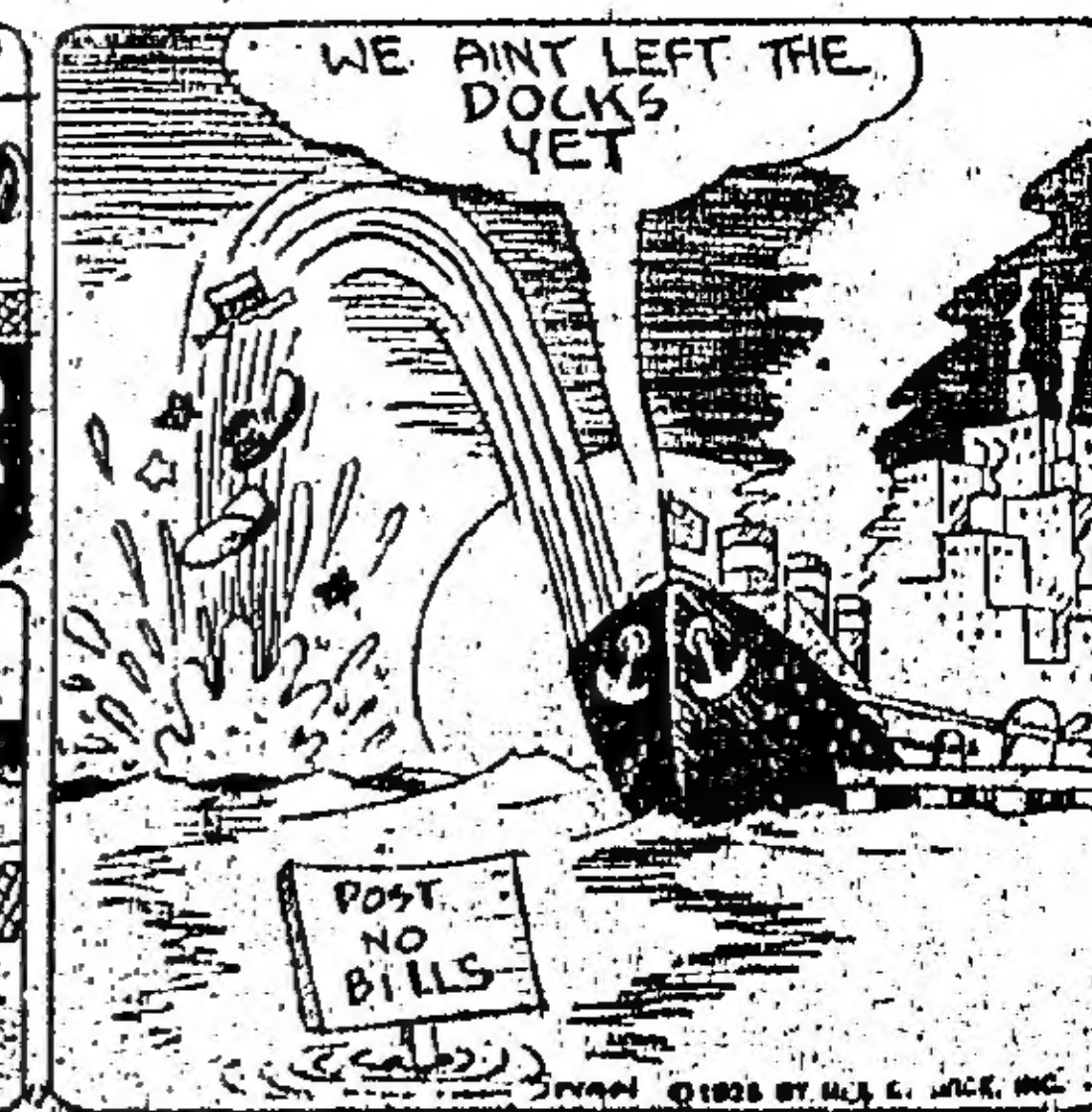
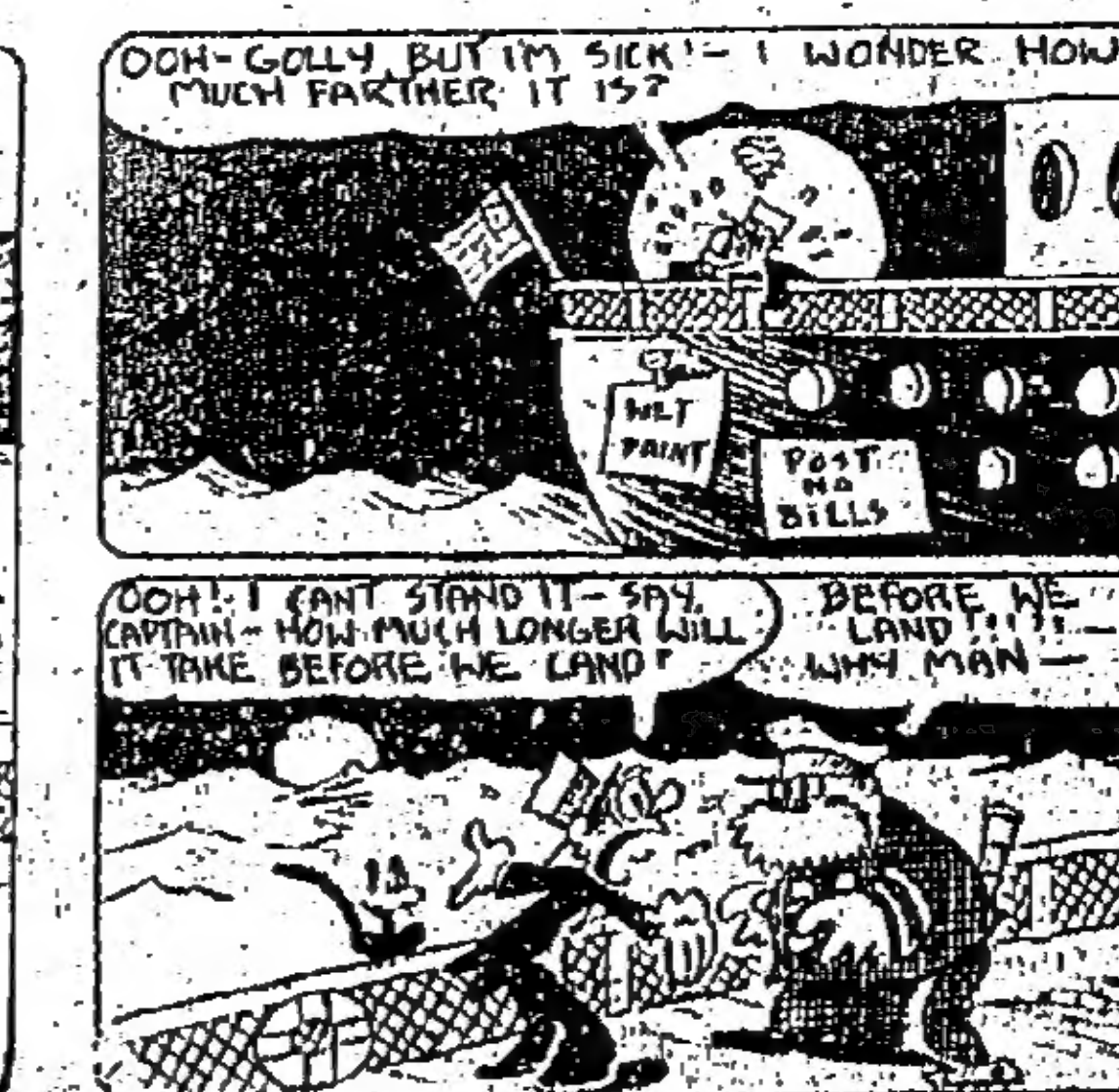
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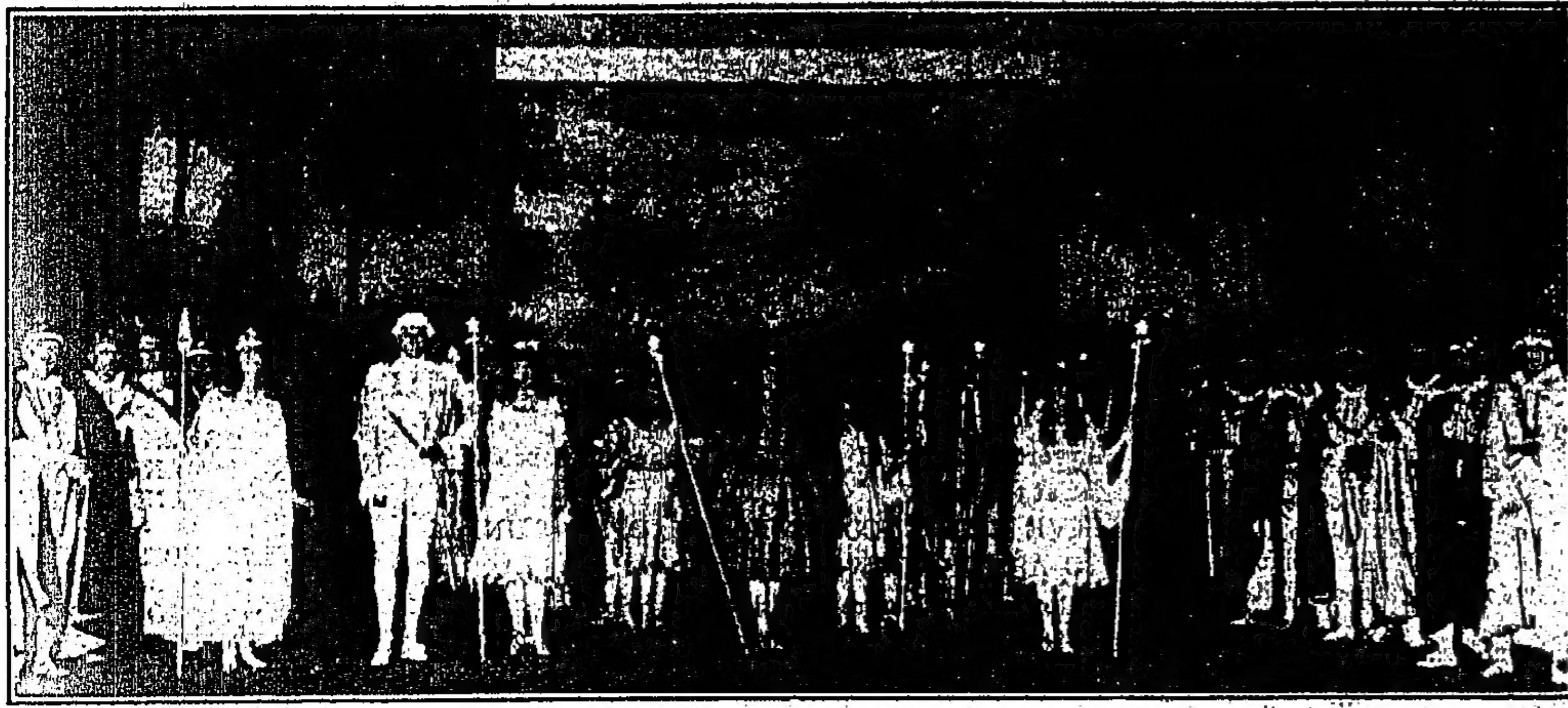
Sam Even Gets Sea-Sick Taking a Foot-bath

By Swan.



If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION





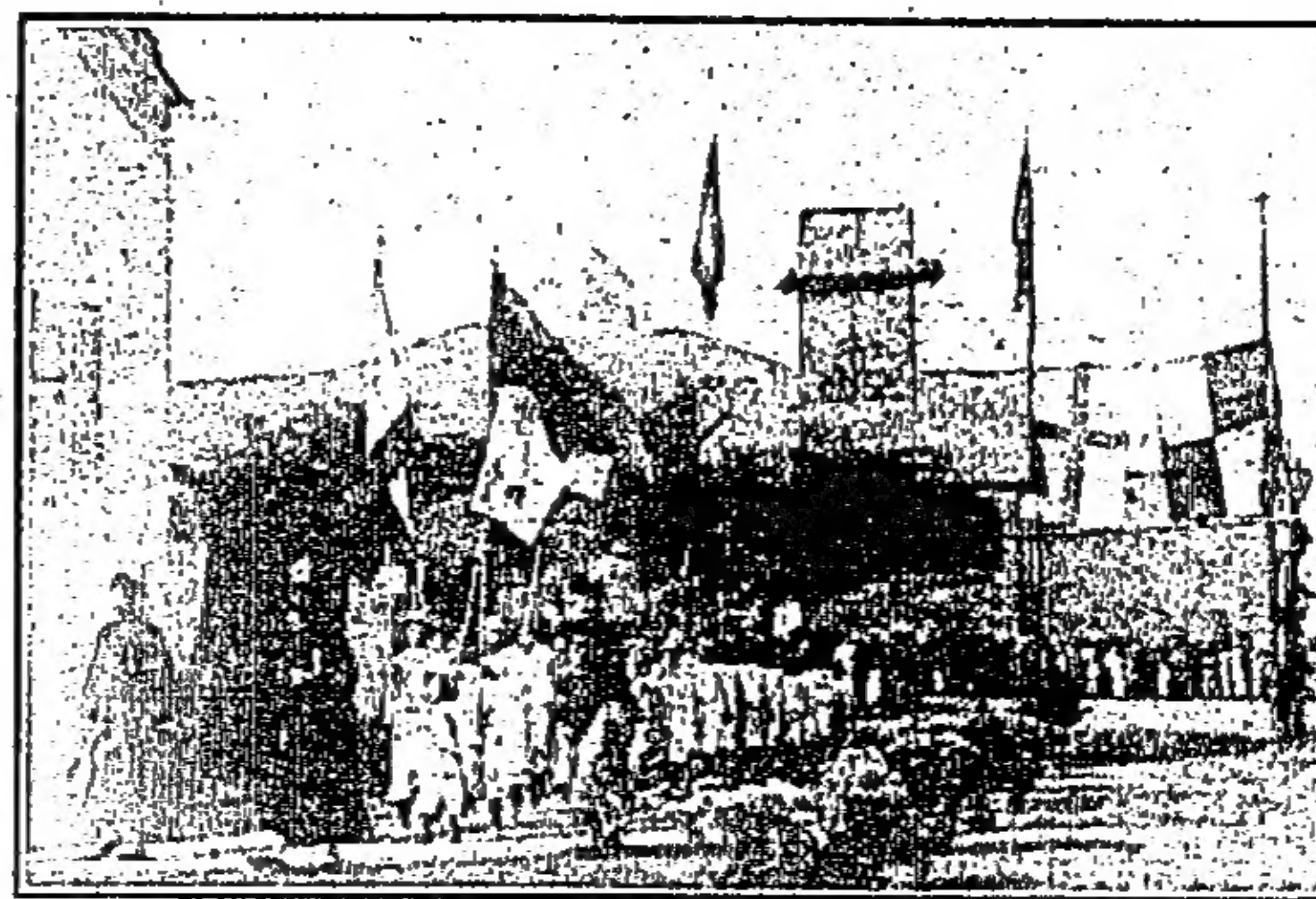
Scene from "Iolanthe" which was successfully produced last night at the Theatre Royal by the Hongkong Philharmonic Society. (Photo: Ming Yuen).



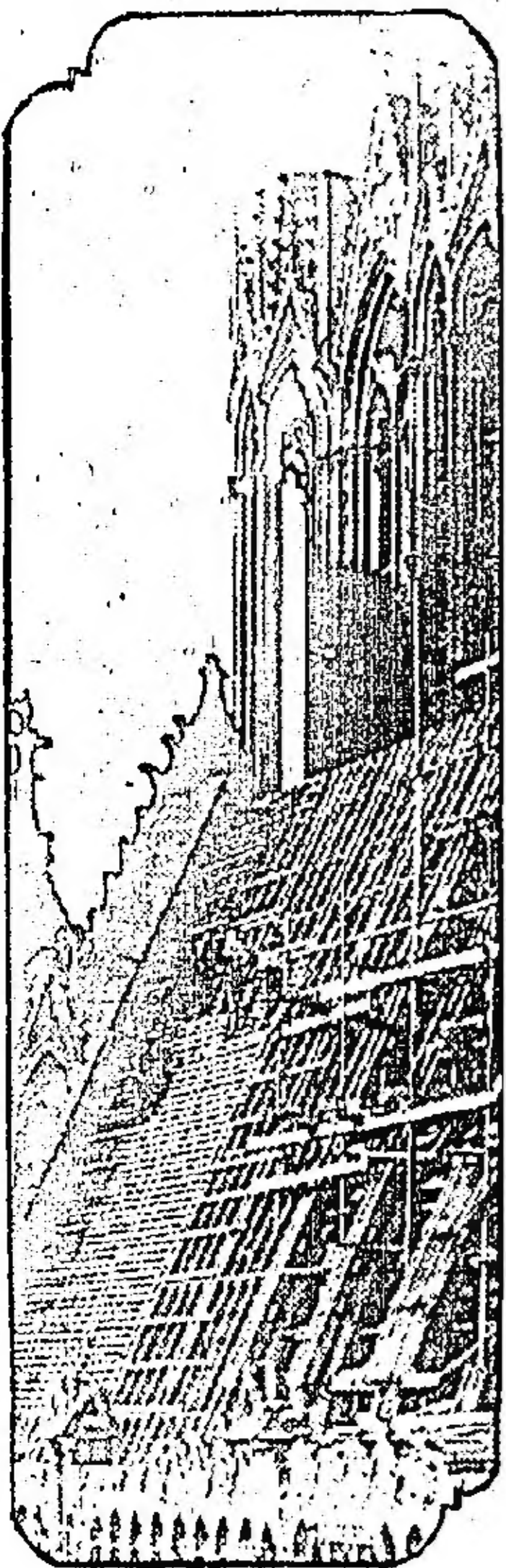
This snapshot taken at the Race Meeting on Saturday shows Mrs. R. J. Paterson leading in September (Lieut. Comdr. Thompson, up), the winner of the Troon Handicap. (Photo: A. Fong).



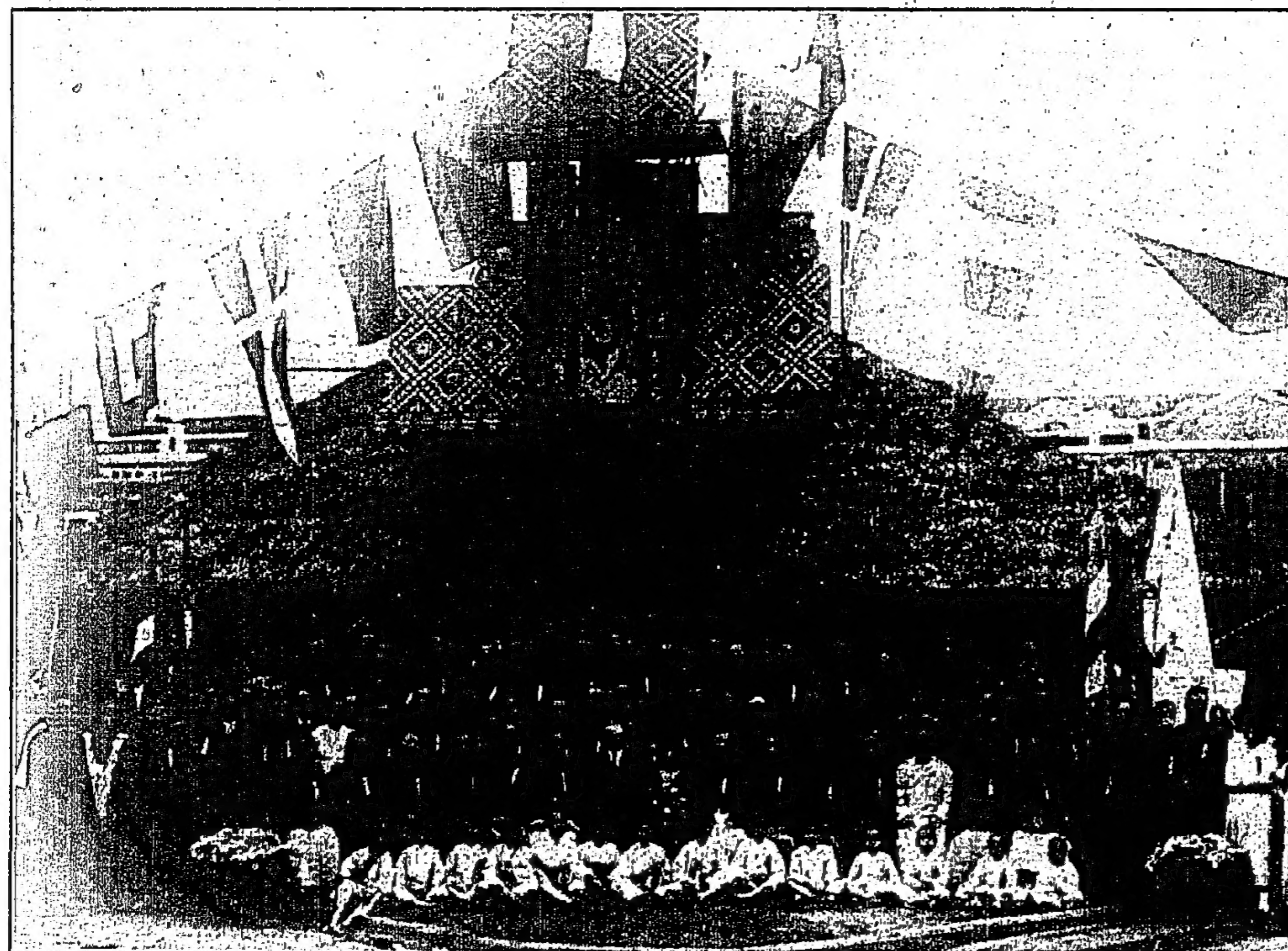
Covent Garden workers cheering a Shetland pony which was auctioned by nurses in aid of Charing Cross Hospital funds.



Procession of Chinese school children on the occasion of H. E. the Governor's welcome back to Taipo. (Photo: Ming Yuen).



Workmen at work on the new roof over the nave of the Cathedral at Rheims, destroyed by the Germans in the war.



H. E. the Governor and Mrs. Clementi with the village elders who gathered to welcome him back to Taipo on Saturday last. (Photo: Ming Yuen).



Group photograph taken on the occasion of the Oxford-Cambridge cricket match last week. (Photo: Ming Yuen).



Mr. R. M. Dyer leading in one of his winning ponies at Saturday's race meeting. (Photo: A. Fong).



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By means of our wide range of Shirts you have every opportunity of expressing your personal taste in the selection of shirt design or colour.

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YOUR INVITATIONS JUST BECAUSE
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One of the most treasured possessions of friends far away is
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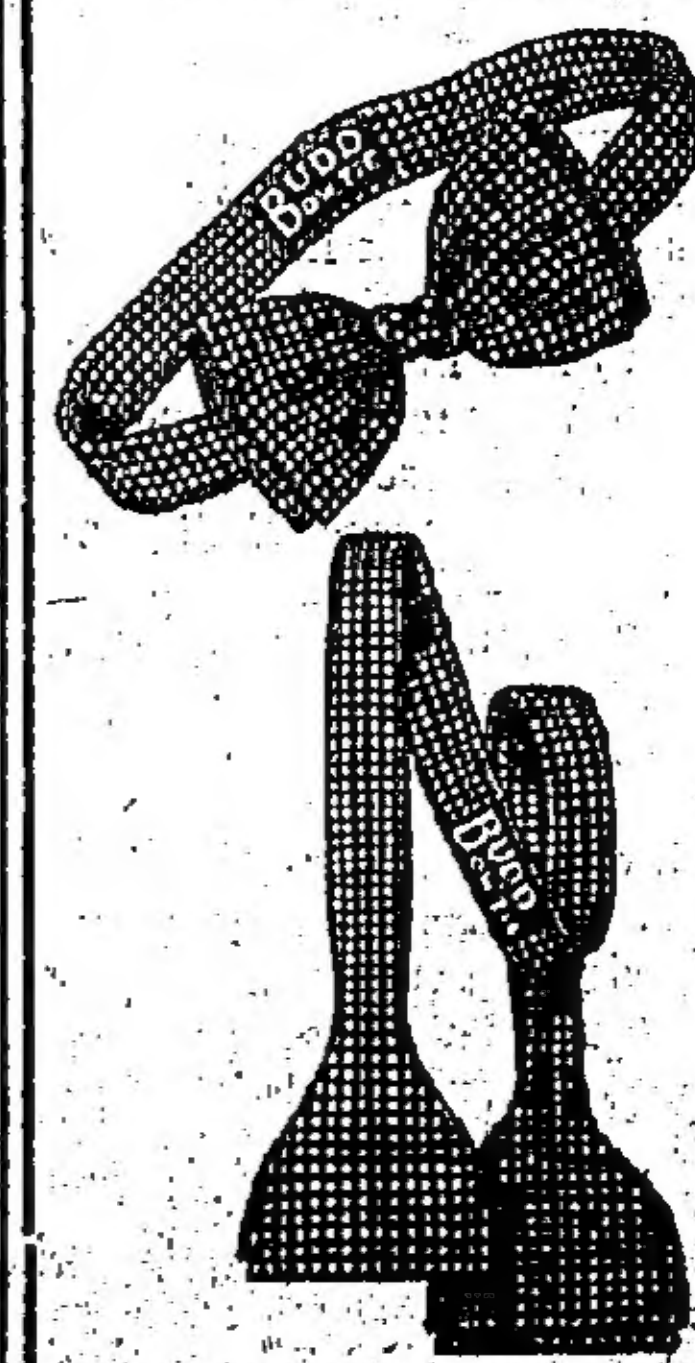
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"Budd" Bow Ties in a variety
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A bow of excellent taste. Wide
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CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.

New Advertisements.

PROSPECTUS.

The Subscription List will be opened on Tuesday, the 15th day of December, 1925, and will close on or before Thursday, the 31st day of December, 1925.

HONGKONG TELEPHONE COMPANY, LIMITED.

Incorporated under the Companies Ordinance 1911.

Capital \$5,000,000 divided into 500,000 Shares of \$10 each.

Of the above shares 110,000 were subscribed for cash on the incorporation of the Company by the two Promoters, the Hon. Sir C. P. Chater and James Harper Taggart, as to 15,000 each, and by the Directors, the Hon. Sir C. P. Chater, the Hon. Mr. P. H. Holyoak, the Hon. Mr. Chow Shou Son, the Hon. Mr. R. H. Kotewall, the Very Reverend Father Leon Robert, Robert Gordon Shawan, John Scott Harston and James Harper Taggart as to 10,000 shares each.

On these \$3.50 per share (being as to \$2.50 one-quarter of the nominal value of the share and as to \$1.00 the premium thereon) was paid on allotment and the balance (\$7.50 per share) will be paid when called up on the same basis as the remaining capital.

140,000 shares credited as fully paid up and ranking for dividend as from the 1st July, 1925, have been allotted to the China and Japan Telephone and Electric Company, Limited, in pursuance of the Agreement (hereinafter called "the Purchase Agreement") dated the 29th day of May, 1925, made between the China and Japan Telephone and Electric Company, Limited, of the one part and James Harper Taggart on behalf of the above Company of the other part.

The remaining 250,000 shares, to rank for dividend from the 1st day of January, 1926, on the nominal amount from time to time paid up thereon but in all other respects equally with those already subscribed, are now offered for public subscription. \$3.50 per share is payable on application, being as to \$2.50 one-quarter of the nominal value of the share and as to \$1.00 the premium thereon. The balance due on each share, namely \$7.50, will not be called up at present but is to be called up on subsequent demand as and when capital is required.

In allotting shares, the Directors will, if there are sufficient applications from bona fide residents in the Colony of Hongkong, allot shares to such applicants only, and they will also pay due regard to the applications of telephone subscribers.

Directors.

The Hon. Sir C. P. Chater, Bart., M.P., M.C., Victoria, Hongkong. Member of the Legislative Council of the Colony of Hongkong.

The Hon. Mr. P. H. Holyoak, M.P., M.C., Hongkong. Massey & Co., Ltd., Victoria, Hongkong.

The Hon. Mr. Chow Shou Son, M.P., M.C., Hongkong. East Asia, Limited, Victoria, Hongkong.

The Hon. Mr. R. H. Kotewall, M.P., M.C., Hongkong. Building, Victoria, Hongkong.

The Very Reverend Father Leon Robert, M.C., Hongkong. Victoria, Hongkong.

Robert Gordon Shawan, M.C., Hongkong. Victoria, Hongkong.

John Scott Harston, M.C., Hongkong. Victoria, Hongkong.

Solicitor.

James Harper Taggart, M.C., Hongkong. Manager, Director of The Hongkong & Shanghai Hotels, Ltd.

In pursuance of the terms of the Purchase Agreement, the China and Japan Telephone and Electric Company, Limited, and the Oriental Telephone and Electric Company, Limited, or either of these Companies, so long as these Companies or either of them hold in their or its own right not less than 100,000 fully paid up shares in the above Company are to have the right of nominating two Directors of the Company provided such Nominated Directors are bona fide residents of Hongkong. The first nominated Directors (nominated by the China and Japan Telephone and Electric Company, Limited) are the Hon. Mr. P. H. Holyoak and Mr. J. H. Taggart.

Bankers.

The Hongkong and Shanghai Banking Corporation, Hongkong.

Auditors.

Messrs. Lowe, Bingham & Matthews, Victoria, Hongkong.

Chartered Accountants.

Solicitors.

Messrs. Deacons, Victoria, Hongkong.

Registered Office.

16, Des Voeux Road Central, Hongkong.

Acting Secretary.

A. L. Terry, A.C.I.S.

(a) The Company was formed on the 24th June, 1925, for the purpose of taking over the undertaking in Hongkong of the China and Japan Telephone and Electric Company, Limited, who was the Vendor thereof and whose Registered Office is situate at Alderman House, Alderman Walk, Bishopsgate, London, England. The material terms of the bargain are set forth in the Purchase Agreement as follows:—

"(2) The Vendor Company will sell and the Hongkong Company will purchase as at the First day of July One thousand nine hundred and twenty-five 'the said Telephone business and the whole of the undertaking in the Colony of Hongkong and the Dependencies thereof as a going concern (with the benefit of all assets there situate but exclusive of the net profits, investments, cash in hand and in the Bank and debts due to the Vendor Company 'on the Thirtieth day of June One thousand nine hundred and twenty-five) of the Vendor Company 'but free from all debentures, mortgages, or 'charges of any kind and the Vendor Company save 'as herein specially provided for shall pay and discharge all liabilities whatsoever incurred by the 'Vendor Company prior to the First day of July 'One thousand nine hundred and twenty-five including the satisfaction of all claims in respect of staff 'superannuation funds bonus funds and/or other 'bonus payments up to and including the Thirtieth 'day of June One thousand nine hundred and twenty-five. Provided always and these presents are upon 'this express condition that the same shall be subject 'to the said James Harper Taggart being satisfied 'with the state and condition of the plant (including 'cables, conduits, etc.) of the Vendor Company. The 'said phrase 'the undertaking' shall be deemed 'to include:—

"(a) The Goodwill of the Vendor Company as now 'carried on in the Colony of Hongkong and 'the Dependencies thereof.

"(b) All the lands and buildings of the Vendor 'Company owned and/or leased by the 'Vendor Company for the purpose of its said 'business being the premises set out in the 'Schedule hereunder written subject to the 'rents conditions and reservations affecting 'the same.

"(c) All plant material stores machinery property 'stock in trade instruments furniture and 'utensils together with such books accounts 'documents plans statistics records and

"reports as pertain or are necessary to the 'conduct in continuity of the business being 'the property of the Vendor Company and 'used by it for the purpose of its business 'and including spare plant and stores of all 'descriptions (whether actually in use or not 'in use) without any exception whatsoever 'save as hereinafter mentioned in the possession of the Vendor Company or to which it 'is entitled and also including works of all 'kinds in the course of construction without 'exception.

"(d) The benefit of all contracts and engagements 'entered into by the Vendor Company in the 'Colony of Hongkong in relation to its said 'business (but excepting contracts with 'employees of the Vendor Company for which 'special provision is hereafter made).

"(e) The Vendor Company's rights and corres- 'ponding obligations in respect thereof relating to all wayleaves ways and all other 'rights and easements enjoyed and used by 'the Vendor Company for the purpose of its 'said business.

"(3) The consideration for the said sale shall be the 'following sums that is to say:—

"(a) The sum of \$1,155,000 (One million one 'hundred and fifty-five thousand Dollars 'Hongkong Currency) for the plant of the 'Vendor Company.

"(b) The landed cost to the Vendor Company of 'all additions made to the said plant and/or 'property from the First day of January One 'thousand nine hundred and twenty-five to 'the Thirtieth day of June One thousand nine 'hundred and twenty-five.

"(c) The sum of \$491,335 (Four hundred and 'ninety-one thousand three hundred and 'thirty-five Dollars Hongkong Currency) for 'the land and buildings of the Vendor Com- 'pany which are more particularly set forth 'in the Schedule hereto.

"(d) The value of the stores of the Vendor Com- 'pany which at the Thirtieth day of June One 'thousand nine hundred and twenty-five are 'in the possession of the Vendor Company in 'the Colony of Hongkong or are in transit to 'the Vendor Company therefor for the pur- 'chase of which the Vendor Company has 'entered into binding engagements.

"The said consideration shall be satisfied as to the 'sum of One million four hundred and thirty-five 'thousand Dollars by the allotment and issue to the 'Vendor Company of One hundred and forty thou- 'sand shares of Ten Dollars each in the Hongkong 'Company credited as fully paid up ranking for 'dividend as from the First day of July One 'thousand nine hundred and twenty-five and (as to 'the balance thereof) by payment in cash in Hong- 'kong Currency in Hongkong by the Hongkong Com- 'pany to the Vendor Company."

THE SCHEDULE ABOVE REFERRED TO:

Properties Owned by the Vendor Company.

No. 2 Queen's Road Central and Inland Lot No. 57, Sections A & B of Inland Lot No. 339.

No. 14 Lee House Street. Section A of Kowloon Inland Lot No. 549.

No. 1 Cameron Road, Kowloon. Remaining Portion of Rural Building Lot No. 47.

Nos. 118 and 119, The Peak.

Properties Leased by the Vendor Company.

(a) Six Office Rooms in Nos. 15 and 17 Queen's Road Central.

(b) One Two-storied Godown, used as Store and Workshop being No. 3a Duddell Street.

(c) Portion of land belonging to Kowloon-Canton Railway at Blackhead Point, Kowloon, for storing cables.

In addition to the allotment of 140,000 shares of the Company, credited as fully paid up, the China and Japan Telephone and Electric Company, Limited, has received from the Hongkong Company \$200,000 in cash on account of the consideration specified in the Purchase Agreement.

The Hongkong Company was formed for the purpose, also, of supplying telephonic communication within and between the Colony of Hongkong and its Dependencies and the New Territories for a period of Fifty years under a Concession from the Hongkong Government detailed particulars of which appear more fully in The Telephone Ordinance 1925 (hereinafter referred to as "the said Telephone Ordinance").

The Hongkong Company is authorised to charge the following annual rates with effect from the 1st July, 1925:—

(a) \$108 per Exchange Line within (i) Victoria and Kowloon as defined by the Interpretation Ordinance 1911 and (ii) within the Peak District as defined by the Peak District Reservation Ordinance 1904 but substituting "700 feet" for "788 feet."

(b) \$108 per Exchange Line within a radius of one mile from any exchange that may hereafter be opened outside the areas referred to in (a).

(c) An additional charge of \$50 per mile or part of a mile measured outwards from the nearest point of the boundary of the areas referred to in (a) and (b).

(d) For extension telephones, bells, switches, switch-boards, power-circuits, removals, and other services of like nature, such charges as the Governor-in-Council may approve.

Should the charges above referred to be insufficient to pay to the shareholders of the Company a minimum dividend of Eight per cent. per annum of the paid-up capital of the Company for the time being, after making provision for working and managing expenses, maintenance and efficient service, depreciation and reserve, and the other deductions referred to in Section 35 of the said Telephone Ordinance, the above rates are to be raised so as to enable the shareholders to receive such minimum dividend of Eight per cent. per annum.

The amount to be written off as provided annually for depreciation is not to exceed ten per cent. on the cost of the Company's plant and equipment other than land and buildings, and the amount that may be appropriated annually by the Company to a Reserve Account shall not exceed \$50,000.

The net profits of the Company after providing as aforesaid are to be used firstly in payment to the Government of a royalty of Four Dollars in respect of each direct exchange line Telephone which has been used and paid for during the whole previous Twelve months by a Telephone Subscriber or One Dollar per direct exchange line Telephone for each period of Three months or less.

The said net profits are secondly to be applied in payment to the shareholders of the Hongkong Company of the minimum dividend of Eight per cent. per annum rising to Twelve per cent. per annum.

If the net profits be such that a larger dividend than Twelve per cent. per annum can be paid then as to the difference between Twelve per cent. and Eighteen per cent. half thereof is to be paid by way of increase of dividends to the shareholders of the Company, and the remaining half of such difference is to be set aside for the benefit of subscribers by way of reduction of the subscription rates authorised as above mentioned. The dividend payable to shareholders is limited to a maximum of Fifteen per cent. per annum.

NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN THE HONGKONG TELEGRAPH which is THE EVENING NEWSPAPER WITH THE LARGEST CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection — Nos. 1866, 1875, 1914, 1930, 1884, 1876 1385, 1842, 1892, 1897, 1409, 1418 1422

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SPANISH LANGUAGE TUI-
TION — Students taught both Technical and Commercial Spanish, rapid method. Pro-
ficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

PREMISES TO LET

PRIVATE HOTEL, quiet British family, board residence from \$4.00 daily. One minute from ferry, family rates. Personal supervision. 1, Victoria Garzone, Hunkow Road, Kowloon, Tel. K 357.

TO LET. MODERN VILLA

fully furnished, during absence of Advertiser, March to November 1926. Best location overlooking harbour, modern fittings, 3 W.C.s. 2 bath rooms &c. Apply 51 Granville Road, Kowloon-preferably 2 p.m. and 6 p.m.

TO LET. — European Flat at Kowloon with all modern conveniences. Apply to Karamally & Co., 3 and 5, D'Aguiar Street, Hongkong.

TO LET. — No. 11, Chatham Road, Kowloon. Apply to J. M. Pereira, Kowloon Hotel.

ST. STEPHEN'S COLLEGE.

5, and 6 Prospect Palace.

The New Term begins Monday, December 14th. Examination for New Students, Friday, December 11th at 9.30 a.m.

Any further net profits (i.e., not profits in excess of Eighteen per cent. per annum) are to be applied solely for the reduction of subscription rates. Full particulars in respect of the above appear in the Telephone Ordinance, 1925.

(b) The minimum subscription on which the Directors may proceed to allotment is Seven shares.

(c) The shares now offered for subscription have not been underwritten.

(d) No commission or promotion money will be paid by the Company.

(e) The Company is to pay the preliminary expenses of and incidental to the negotiations which have taken place for down to the time when it becomes entitled to commence business and also the legal costs and expenses of and incidental to the formation and flotation of the Company acquiring the aforesaid undertaking and the negotiations with the Hongkong Government arising thereout and the obtaining of the aforesaid Ordinance, such legal costs and expenses to be incurred during the year 1925, and the estimated amount thereof is \$20,000.

(f) The Articles of Association provide that the qualification of a Director is to be the holding of 1,000 shares in the Company and that the remuneration of each of the Directors is to be \$2,000 per annum.

(g) The Directors were interested in the promotion of the Company to the extent only that they or some of them are Directors of other companies with whom the Company may do business.

(h) Copies of the Memorandum and Articles of Association of the Company and of the Purchase Agreement and of the Telephone Ordinance No. 9 of 1925 can be inspected at the office of Messrs. Deacons, Solicitors for the Company, at any time during business hours.

(i) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.

(j) Application for shares should be made upon the form accompanying the Prospectus and sent to the Company's Bankers together with a remittance of \$3.50 per share, being as to \$2.50 thereof one-quarter of the nominal value of the share and as to the remaining \$1.00 the premium thereon. Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for, a proportionate amount of the deposit will be returned.

(k) Prospectuses can be inspected at and forms of application obtained from the Company's Bankers, the Hongkong and Shanghai Banking Corporation, Hongkong, and at and from the offices of the Company's Solicitors, Messrs. Deacons, No. 1 Des Voeux Road Central, Hongkong.

This Prospectus has been duly filed with the Registrar of Companies.

Dated the 15th day of October, 1925.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral. Holy Communion 8 a.m.; Matins and Sermon; 11 a.m. The Chaplain will preach on "The Sacramental Attitude." Evensong and Sermon 6 p.m. The Reverend A. D. Stewart will preach on "The buried pound."

NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The THIRD, ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, 28th December, 1925, at noon, for the purpose of presenting the Report of the Directors and Statement of Account as to 31st July, 1925.

The Transfer Books of the Company will be closed from 14th to the 28th December, 1925, both days inclusive.

By Order of the Board of Directors.

J. D. THOMSON,

Acting Secretary.

Hongkong, 11th December, 1925.

THE CHINA LIGHT & POWER COMPANY (1918) LIMITED.

The SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday, the 21st December, 1925, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1925, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday, the 10th December, 1925, until Monday, the 21st December, 1925, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 5th December, 1925.

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. F. M. Ford is no longer connected with this Company and ceased to sign as Secretary from 1st December, 1925.

KOWLOON TONG & NEW TERRITORIES DEVELOPMENT CO., LTD.

E. D. SHANK,

General Manager.

LAMBERT'S AUCTIONS

PUBLIC AUCTION.

By Order of the Mortgagee. Messrs. Lambert Brothers have received instructions to sell by Public Auction on THURSDAY

the 17th day of December, 1925, at 3 o'clock in the afternoon, at their Sales Room, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property

Situate at Kowloon in the Colony of Hongkong and being Section A of Kowloon Inland Lot No. 1134.

IN ONE LOT.

The property comprises four newly built messuages or dwelling houses known as Nos. 1, 2, 3, 4, 5, and 6, King's Terrace.

Further particulars and conditions of sale may be obtained from the office of Messrs. DEACONS, 1 Des Voeux Road Central

Vendors' Solicitors or Messrs. LAMBERT BROTHERS, The Auctioneers.

Hongkong, December 6, 1925.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS & GENERAL BROKERS.

(Notice Continued on Page 13)

PRICE OF RICE.

SOARING IN SHANGHAI.

The price of rice in Shanghai has again gone up, and the Shanghai District Magistrate is taking steps to prevent it soaring to such an extent that it will cause suffering to the poor.

On Dec. 2nd, prices ranged from \$11.50 to \$13.40 for the best rice with the poorer grades slightly cheaper. With rice going up in price and the copper coin depreciating, the poorer classes are suffering a considerable amount of hardship.

Investigations have been made to ascertain the reason for the rise, and it was revealed that it is due to the fact that few rice boats are coming in to port while certain merchants are apparently hoarding the grain for profit.

Apart from issuing orders forbidding this, the Shanghai Magistrate has called a meeting of the local rice merchants to discuss the situation and devise means to remedy it in order to make due provision for the sustenance of the people.

STEEL SHEETS.

MADE THIN AS PAPER.

Sheets of steel so thin that they are as transparent as glass have been made by Dr. Karl Mueller of the Physical Technical Institute of Berlin.

Dr. Mueller makes sheets by a process of his own invention. He uses electro-chemical means to deposit a thin film of steel upon a heavy block of metal. Then he strips the sheet from the block just as photo-engravers strip the gelatine emulsion from a photographic plate.

Tests conducted with Dr. Mueller's transparent steel indicate that the sheets of it are perfectly regular since photographs taken through it show no distortions of any sort.

Dr. Mueller estimates that the sheets are not more than thirty atoms in thickness. It is so thin that the alpha rays from radium pass right through it without any apparent decrease in the speed of the rays.

As a result, it is believed that these sheets of thin steel will prove of considerable value in the study of atomic behaviour and radio-active phenomena.

SCOPE STUDIES.

AIDED IN COLLEGE COURSE.

John T. Scopes, defendant in the famous evolution trial at Dayton, Tenn., begins work as a graduate student at the University of Chicago this fall. Appropriately enough, Scopes is studying geology, the science which treats of the past history and the origin of our earth.

Graduate study has been made possible for Scopes through a specially raised scholarship fund. Frank Thone of Washington, D.C., reports that so far one-third of the fund has been raised. A total of \$5,000 has been set for the fund. Thone reports that to date the ordinary citizen has surpassed the scientist both in the number and size of contributions.

During the trial at Dayton, Scopes seemed to have been pushed into the background. Apparently he was completely overshadowed by the dominant figures of Clarence Darrow, the late William Jennings Bryan and the others.

But the scientific world did not lose sight of Scopes. They were greatly pleased, first, because of his courage in bringing the Tennessee law to test, and, secondly, because of his quiet, dignified conduct during and after the trial. His refusal, for example, to capitalize the trial by going on the lecture platform pleased leading scientists.

As a result, the scientists who had been most concerned with the trial organized the movement to raise the scholarship fund to enable Scopes to carry on his studies and obtain his degree of Doctor of Philosophy.

Contributions to the scholarship fund are being received by Frank Thone, treasurer, Science Service, Washington, D.C.

Meanwhile, plans are being made by the American Civil Liberties Union to continue the fight against the Tennessee anti-evolution law. An advisory committee consisting not only of scientists but of ministers as well has been appointed to carry on the fight.

Among the members of the committee are Professor E. G. Conklin of Princeton, Dr. J. McKeen Cattell, president of the Psychological Corporation; President Emeritus Charles W. Eliot of Harvard, Bishop Francis J. McConnell of Pittsburgh, Rabbi Louis L. Mann of Chicago, Dean Shailer Mathews of the Divinity School of the University of Chicago, and others.

MAXIM GORKY.

WORKING ON NEW NOVEL.

Maxim Gorky, the celebrated Russian author, who two years ago left Russia, as the literary world was authentically informed, "a dying man," has now fully recovered his health and is writing every day on what he himself believes will be his masterpiece, a novel portraying life in Russia during the last forty years.

This is the news brought to Berlin by Dr. Alexander Kaun, professor of Slavic languages at the University of California, who has just finished an extended visit with Gorky at Sorrento, Italy.

"I was amazed when I first saw Gorky," Dr. Kaun said. "He came toward me with the erect, tall figure of a young man. He had recaptured the spirit of youth, and neither his appearance nor his actions betrayed his 56 years. He ought to live and write twenty-five years longer."

"He has finished a novel which will have first publication in America in the English language this autumn, and, in my opinion, it is his greatest work. It is a history of the Russian industrial family traced from the liberation of the serfs through to the beginning of the Bolshevik Revolution. But Gorky thinks a novel he is now engaged on will surpass it."

"He has undergone a surprising change and has become a stylist. He himself has become critical of his earlier work, even harshly so, and feels he has his best writing still to do. He has been studying such stylists as Flaubert and loves to tell the story of the Japanese artist who painted nothing but fishes for twenty years, hoping ultimately to paint one perfectly."

"It is a remarkable experience to see a man already accepted as one of the major artists of his generation starting to work at the age of 56 to learn more about his craft."

The Moscow Soviet is making strenuous efforts to grapple with the severe housing problem in the city by encouraging the formation of housing co-operative societies for the purpose of restoring dilapidated houses and building new ones. The Moscow Soviet also has undertaken the construction of a number of tenement houses as well as the laying out of residential settlements on the outskirts of the city.

BRITISH AIR LINES.

ENGLAND'S AVIATION POLICY.

Britain's hopes for linking together her far-flung posts of Empire by means of air routes, as voiced by Sir Samuel Hoare, Air Minister, are being discussed today throughout England.

"I want to see air communication between every capital in the Empire," declared the Air Minister the other day. "I want to see the journey from Australia reduced from six weeks to two weeks, and the journey to India reduced to 100 hours."

"We have been flying only twenty-one years, and I am sure that within another twenty-one years the linking-up of the Empire will have been achieved. The longer the journey the greater the advantage of flying."

"As long as our main flights are between London and Paris, or London and Brussels, the full value of flying to the trade and intercourse of the country can never be realized. We must fly greater distances. The British Empire, has more to gain than any other nation in the world from distant air communication."

The first practical step in the direction which he had set himself to accomplish, said Dr. Samuel, was the development of the airplane route to India.

"We have got one section of that route already working in the military mail between Egypt and Bagdad. I want to see that become a regular weekly mail service between Egypt and India. Later when the two giant airships of 5,000,000 cubic feet gas capacity have been completed and are in operation, I hope to see them take over the carrying of mails and passengers directly from London to Karachi, India. Their construction is about to be started and they should be completed in two years time."

"My belief is that if these two new ships are successful, as we expect them to be, we shall in the course of time see commercial lines developed over the whole empire."

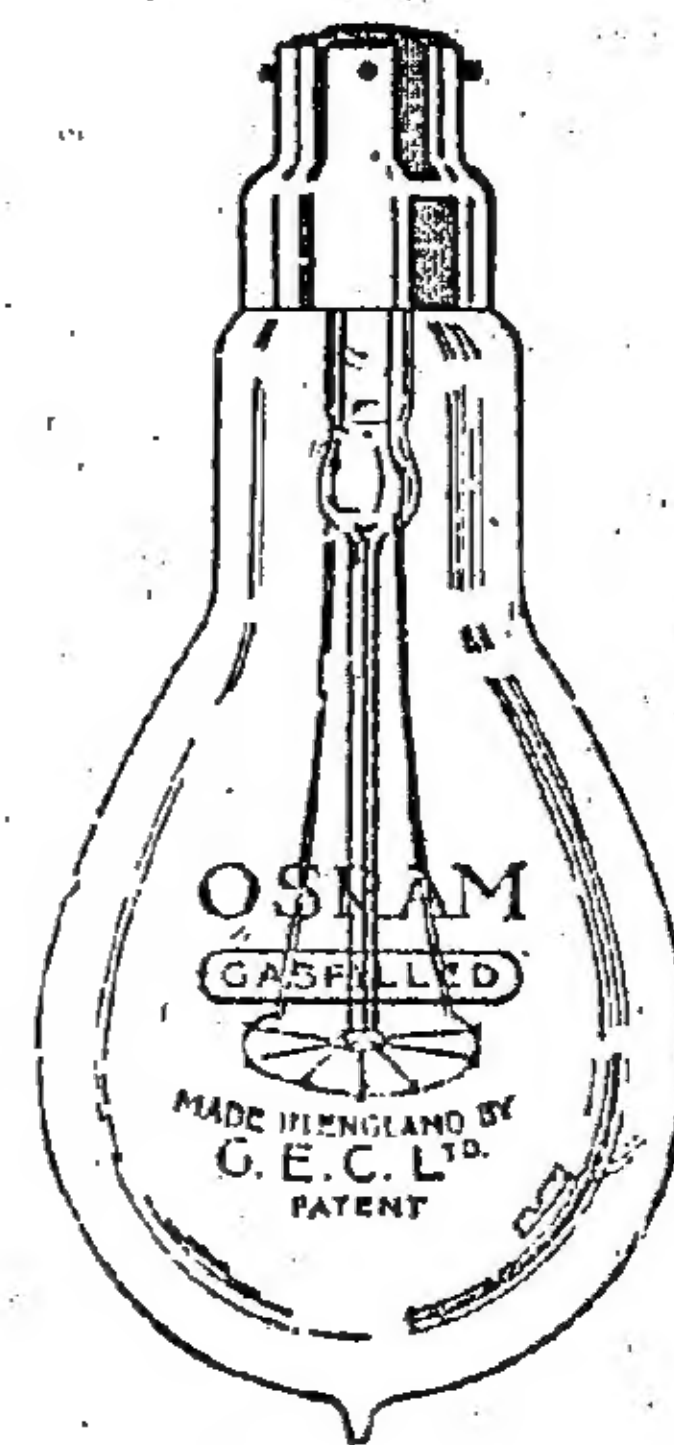
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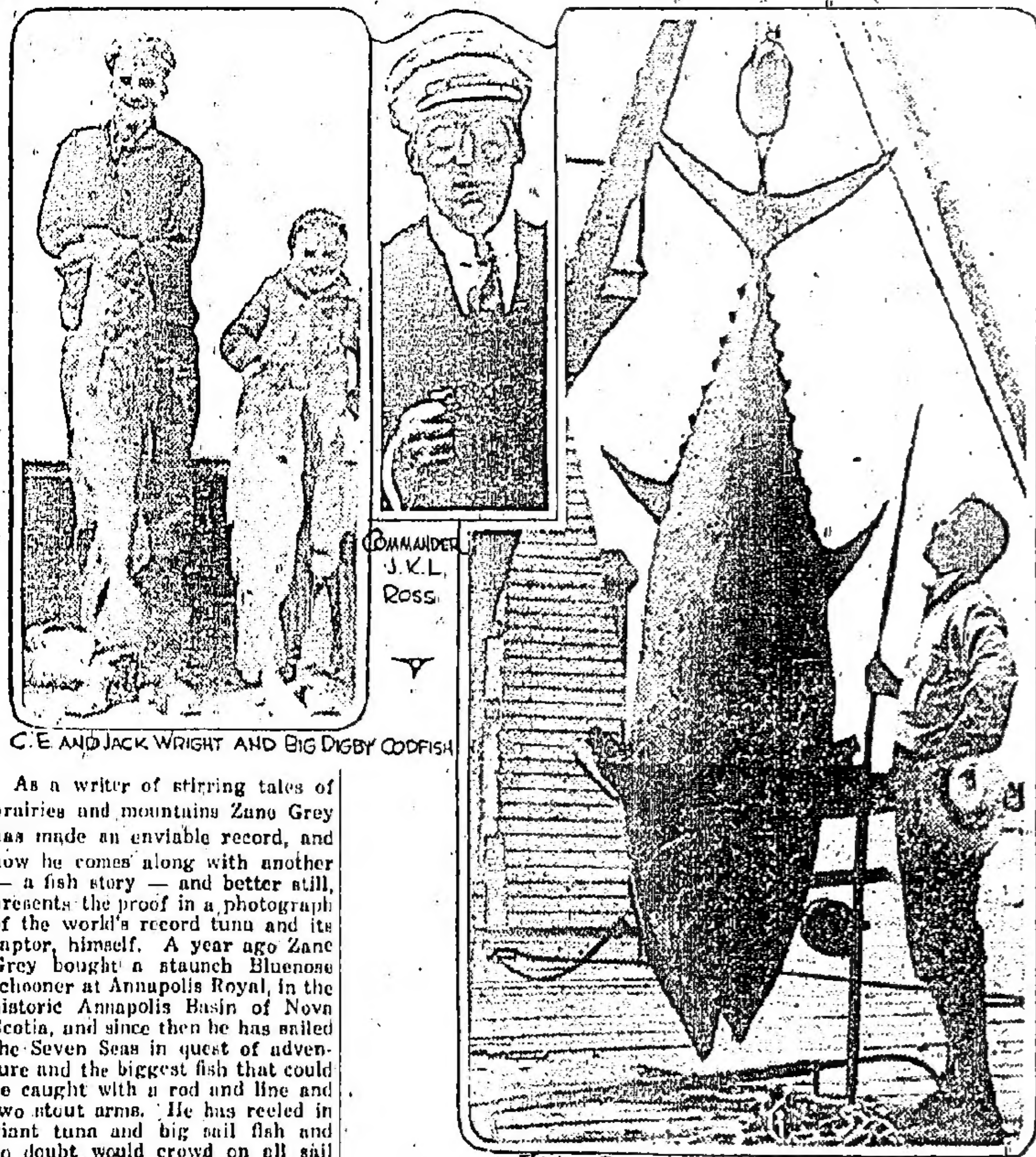
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FISHING FOR THE MONSTER TUNA.



C.E. AND JACK WRIGHT AND BIG DIBBY CODFISH

As a writer of stirring tales of prairies and mountains Zane Grey has made an enviable record, and now he comes along with another — a fish story — and better still, presents the proof in a photograph of the world's record tuna and its captor himself. A year ago Zane Grey caught a staunch blue-nosed salmon at Annapolis Bay, in the historic Annapolis Basin of Nova Scotia, and since then he has sailed the Seven Seas in quest of adventure and the biggest fish that could be caught with a rod and line and two stout arms. He has reeled in giant tuna and big sail fish and no doubt would crowd on all sail in pursuit if a small whale should flip an incantation tail in the offing.

Nova Scotian waters, particularly those of St. Ann's Bay and Mira Bay off Cape Breton Island, are the home of the world's largest tuna and are favorite fishing places for rod and reel experts ambitious to land the daddy of them all. A few years ago Capt. Laurie D. Mitchell caught a 710 pound tuna in these waters and captured the world's record. Then Commander J. K. L. Ross, of Montreal, owner of Sir Barton and other famous racing horses and a director of the Canadian Pacific Railway, landed a 712 pound tuna after a strenuous battle of 8 hours and 15 minutes and wrested the championship from Mitchell. Recently Zane Grey set sail for St. Ann's Bay in quest of the record and landed a 768 pounder in 3 hours and 10 minutes, thereby adding the championship to his other laurels.

According to Fred Fletcher, Fishing and Hunting Editor of the New York Evening World, this is the largest fish ever landed with rod and reel in the history of angling. Some fish! However, there is still a chance for Commander Ross and other experts to break Grey's record. Tuna more than 10

feet long and weighing 1,500 pounds have been recorded, and one taken in 1838 off St. Ann's Bay was 15 feet long and weighed 1,000 pounds. The biggest ever taken off Santa Catalina Island, California, with rod and reel, weighed only 261 pounds. So Nova Scotia has the world's greatest tuna fishing waters.

Dibby is another famous fishing resort of this Canadian province. Now and then a tuna enters Dibby Bay, and enormous codfish and pollock are taken by amateur fishermen and fishermen from "The Place."

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EXIT N.Y. BOARDING HOUSES.

PASSING OF AUNT MARGARET.

Slowly the old-time boarding houses of New York, more famous perhaps in ribald song than in story, are passing. With the demolition of each brown-stone block at least one is sure to go and the chances are that the ax of the wrecker in the process lets light into its shuttered living room for the first time in many years.

There are enough left, of course, to preserve the tradition and to feed many a hungry mouth, but the family, or apartment hotel is fast usurping the place formerly held by these curious institutions once known as "pruneries" in a day when the fruit from which the name was derived was so cheap that it was at almost every meal included in the bill-of-fare.

They provide a simple plan of life, devoid of household worry, and they are all well crowded. Indeed, so popular are they still that it is a bit difficult now to realize that there was a time in this metropolis when it was considered something of a social disgrace to live in one.

It was the rush of notables to the city for the first session of Congress, which was held there, that broke the spell cast upon boarding houses by society. Up to that time a wife who dodged her household duties by passing them on to boarding-house cooks and maids was frowned upon and even snubbed at tea parties.

But that first Congress found the city unprepared for the influx it brought. Many of the Congressmen and other notables found it necessary to wangle invitations from private homes or throw themselves upon the mercy of boarding-house menus. So many of these institutions took in and cared for men and women of prominence that the stigma was removed, and has remained removed ever since.

On the heels of this vindication Miss Margaret Mann appeared upon the Knickerbocker scene and became the most famous boarding-house keeper of the day. In fact, the height to which she carried her name and her establishment probably never has been equalled since. It was, in a sense, famous and known for miles around.

Miss Mann established her well-known table at 61 Broadway in a building which would be lost today in the skyscrapings of the vicinity. And there she remained for a goodly number of years, a picturesque figure in a setting that was not so picturesque.

It seems that there was little at 61 Broadway other than the food to recommend the establishment. The parlors were furnished very simply and were dimly lighted. Perhaps they set the style in that respect. These eyes have seen boarding-house parlors other than dimly lighted in this city. The bedrooms were scantily supplied. The dining room was white-walled and unadorned, with narrow tables set with cheap crockery and silver that could no more than answer to that name.

"Aunt Margaret," as the landlady was known, wasn't so personable a hostess that she attracted guests by her manner. She was thick-set and heavy and plain of dress. With a frock unadorned by laces or frills or ribbons or bows or any other knick-knacks, in all of which she cordially disbelieved. On extraordinary occasions she wore a scrumpy cap, but usually her sparse hair was to be seen straggling over her head except at the back, where such of it as would respond to treatment was knotted together.

She was no soft soul. She had four weaknesses. One was her aged mother, for whom she cared. The others were three orphaned children of her sister, who lived with her and received bountiful treatment and all the gracious words that she could muster, which was not always many.

For all others her eye was slightly cold. She didn't know the meaning of suavity. The boarder who tried to win himself a place in the establishment with compliments didn't get far. She worked her help to a point of exhaustion, but that was no harder than she worked herself, and she considered that fair.

MALARIA CONTROL.

SUCCESS IN THE PHILIPPINES.

Considerable success is being achieved by the Rockefeller foundation in malaria control work in five areas, in Pampanga where experiments have been going on more than a year, the anti-malaria measures tried there having brought about a decline in malaria infection among the people from 18 per cent. of the population last year to four per cent. this year, according to Dr. Victor G. Hoiser, former director of health and now director of the Far Eastern divisions of the Rockefeller foundation, who has just completed inspection of the foundation's work in the islands, says the Manila Bulletin.

The experiments also have resulted in bringing down the per capita expenditure for the control of malaria in Pampanga to 28 centavos. That, however, still is regarded as too high and not within the means of the insular government to apply to the entire islands and accordingly the rest of the experiments will be undertaken with a view to further lowering the cost.

Unlike other countries, the sanitary engineers of the Rockefeller foundation working at Pampanga have discovered six mosquitoes which are held responsible for the high incidence of malaria. While means have been found to dispose of them during certain months, it remains to be determined how they can be controlled in the dry season when they seem better hidden in swamps and streams.

Besides conducting experimental work, the Rockefeller foundation is training Filipinos who, when the foundation leaves,

ADRIFT 29 DAYS.

YAWL'S CHAPTER OF ACCIDENTS.

"Thus endeth the cruise of the Morganser with the loss of one life—the cat," is a passage in a letter received by Mrs. Unitt, of Brixton, near Plymouth, from her husband, Mr. William Unitt, who with his 15-years-old daughter Dora set out from Plymouth a few months ago in an attempt to reach New Zealand in a nine-ton yawl.

The vessel, however, was wrecked on a sandbank at the mouth of the port of Caminha, on the Portuguese coast, father and daughter being rescued by local fishermen little the worse for their experiences.

It was the intention of Mr. Unitt, a retired naval man, to settle in New Zealand. "The engine did not work from the time we left Plymouth," wrote Mr. Unitt, "but we had a fair wind until we got within four miles of Finisterre. Then it dropped to a dead clam and we drifted all round the Bay of Biscay, whereas if we had had the engine right we could have run into port. Instead, we had to stay at sea for 29 days."

On the first day out they lost their small boat, on the following day the mainsail came down, on the fourth day, in attempting to go alongside a large steamer, the circulating water pipe was knocked off. The crew gave them fresh water and apples.

will take over malaria control work and carry out a nation wide plan. The foundation will conduct demonstration work on rural sanitation in various provinces as soon as enough Filipinos are trained for the work.

TWIN ACCIDENTS TO TWINS.

MISHAPS AT SAME MOMENT.

Twin brothers were injured at the same time, but in different parts of Eastbourne, recently.

While cycling with another lad, Fred Crowhurst, of Upper-ton-gardens, collided with a motor-cyclist, and was badly hurt. He was taken to hospital.

A little later a constable went to tell the boy's mother, and was asked by her to dress a wound in her son's leg.

In the room the constable found a boy, with a serious injury to his knee, and took him to be the lad he had left a few minutes before in hospital.

The constable asked for an explanation, and then learned that the boy with an injury to the knee was Gordon Crowhurst, twin brother of the boy taken to hospital, and that he had fallen from a wall.

Both accidents had happened at precisely the same moment.

Sir Charles Innes, addressing the Indian Railway Conference, said: "I believe myself that the railways are almost the greatest thing that the British have done for India." He also alluded to the part played by tourists in bringing money to the country and suggested that the Indian railway should emulate the C. P. R. With reference to Indianization of the railway, Sir Charles said, "I myself have considerable sympathy with the Indian in his aspirations towards the Indianization of the Indian railways, and I hope that the agents will make a serious attempt to give Indians a fair trial in all railway posts."

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HUSBAND AND WIFE.

JUDGMENT IN LAMMERT- HIND CASE.

Judgment was given yesterday afternoon by Mr. Justice Wood, Paines Judge, in the case in which Messrs. Lammert Bros. sued Mr. W. B. Hind for \$218, being the balance of price for goods purchased by defendant's wife.

In the course of his judgment Mr. Justice Wood said it was a case arising out of the question of a wife's right to pledge the credit of her husband. The plaintiffs were auctioneers and at two public auctions, held on April 14 and June 5 last the defendant's wife was the successful bidder for a number of articles of household furniture. The price of the total purchases amounted to over \$800. On the printed conditions of sale appeared "cash on delivery," but nevertheless the plaintiffs gave delivery on credit after both auctions. In fact they gave delivery from the second auction before the debt incurred by the defendant's wife in connexion with the first auction had been fully discharged. The defendant's wife had paid \$400 on account in two installments. The furniture was delivered to her at an address other than her own residence and was used to furnish a flat which she proposed to let on her own account.

The Applicable Law.

Defendant and his wife were cohabiting at all material times of the case. Their own residence was already furnished. Plaintiffs were suing for the balance of the account which remained unpaid.

The law applicable had been stated by Mr. Justice McCardie in a judgment in 1922: "A person who deals with a married woman on credit does so, as far as regards a remedy, against the husband, at his own risk."

Continuing, His Honour said marriage in itself did not give a wife authority to pledge her husband's credit. A husband might give express authority to his wife or he might give her authority by a course of conduct by which he implied conferred authority to contract with one or more persons. After any such authority a wife who is living with her husband, from the fact of cohabitation, is held to derive a presumptive authority to contract for her husband but that authority is strictly limited.

Already Supplied.

This presumption of authority was one of fact and not of law. It might be rebutted by proving certain facts for instance the husband might rebut it by showing that his wife was already supplied with a sufficient number of the articles in question.

In the dispute between the parties no question had arisen of express authority or of authority by estoppel. The plaintiffs, therefore, in order to succeed, had to rely on the presumptive authority arising from cohabitation for the wife to pledge her husband's credit for necessities.

He was satisfied that the plaintiffs had given credit in this case to the defendant and not to his wife. A principal of the plaintiff firm had so stated in evidence and he accepted that evidence.

Plaintiffs Could Not Succeed.

In spite of the fact that the defendant had not deemed it advisable to contest the question of whether the goods supplied to his wife were necessities, he felt bound to say that having regard to all the circumstances he could not believe that the plaintiffs had at all times reason to suppose that the articles in question were required for use in the domestic establishment of the defendant and his wife. For that reason as well as for others the plaintiffs could not succeed.

Having accepted the onus of disproving the presumptive authority in his wife to contract on his behalf the defendant had succeeded in rebutting the presumption by showing that his wife was already supplied

COMMISSIONER RETURNS.

HON. MR. E. R. HALLIFAX ON WEMBLEY.

The Hon. Mr. E. R. Hallifax, C.M.G., who has been in England this year as Commissioner for Hongkong at the British Empire Exhibition at Wembley, was among the passengers who returned to the Colony by the s.s. Antenor.

Interviewed yesterday, he expressed the view that on the whole the system of Government supervision as against private enterprise the previous year, and proved satisfactory, in spite of the fact that the receipts had been less.

The disposal of the Hongkong pavilion and buildings at Wembley might prove a matter of expense rather than profit, commented Mr. Hallifax. The site had to be restored to its previous condition and it could be easily understood that with the enormous area of other buildings to be disposed of and the unsuitability of design for other purposes, it was going to be no easy matter.

Speaking of the value of the Exhibition, the Commissioner said that although there had been immediate financial loss to those participating, the tone among the overseas representatives was one of optimism as to the ultimate results.

A Centre of Attraction.

Hongkong, he continued, was a principal attraction among all the competing displays and interest never flagged throughout. Shops with local wares and run by private enterprise sold goods to the value of a half a million dollars and the Chinese restaurant well paid its promoters.

But experience showed that Hongkong, as a non-producing Colony, dependent for the degree of its prosperity or adversity upon the vast country on whose borders it stood, could not benefit much from a great Empire demonstration such as Wembley. Imperial considerations, however, were important, and the co-operation of every part of the Empire was essential to the realisation of the object in view. Serious gaps in the 1925 Exhibition would have been very regrettable.

CHRISTMAS MAILS.

8,000 BAGS FOR THE FAR EAST.

The s.s. President Jackson, which arrived here on Thursday, brought an unusually heavy consignment of Christmas mails for the Far East—no less than 8,000 bags for China, Japan and the Philippines.

The s.s. President McKinley, however, will be the real Christmas ship, as she sailed from Victoria on November 23 and is due here on the 14th inst. and in Manila on the 17th. The President Jackson carried 160 Chinese passengers who are returning to their native land for the New Year's festivities.

with sufficient furniture, in their residence. On that ground also the plaintiffs' case must fail.

Lastly the fact that the plaintiffs were public auctioneers and announced in their printed conditions of sale "cash on delivery," seemed to him to estop them from setting up any presumptive authority in a married woman who might be a successful bidder at a public auction to pledge her husband's credit.

He therefore gave judgment for the defendant.

Mr. Hind, who appeared yesterday and at the hearing for himself as defendant, said he had already agreed with his friend to pay for the articles in question. He had contested the case purely and simply as a matter of principle.

CORRESPONDENCE.

CHRISTIAN SCIENCE.

[To the Editor of the Hongkong Telegraph.]

Sir,—Early in November you published a telegram from Manila saying that the Board of Medical Examiners had ruled that the practice of Christian Science was illegal.

It was not stated on what grounds that opinion was based and I suppose it was on the assumption that the practice of Christian Science was contrary to some Act regulating the practice of Medicine. But I am told that it is not so.

In many of the States in the U. S. A. there are provisions in Acts such as referred to above exempting those who practice healing by means other than medicine and surgery from the requirements of the Acts, and in some cases Christian Science is specifically mentioned. For instance, in North Dakota there is the following:

"Nothing in this Act, however, shall be construed ... to prohibit the practice of Christian Science or other religious tenets or religious rules or ceremonies as a form of religious worship, devotion or healing, provided that the person administering or making use of or assisting or prescribing such do not prescribe or administer drugs or medicines nor perform surgery, or physical operations, nor assume the title of or hold themselves out to be physicians or surgeons."

In Massachusetts: "The provisions of the eight preceding sections shall not be held to discriminate against any particular school or system of medicine and shall not apply to persons practising ... Christian Science."

Numerous other examples could be cited, but the above will show that, far from being regarded as illegal in the United States, the practice of Christian Science is actually recognized in many of the States.—Yours, etc.,

D. G. M. BERNARD.
Committee on Publication.
Hongkong, Dec. 10, 1925.

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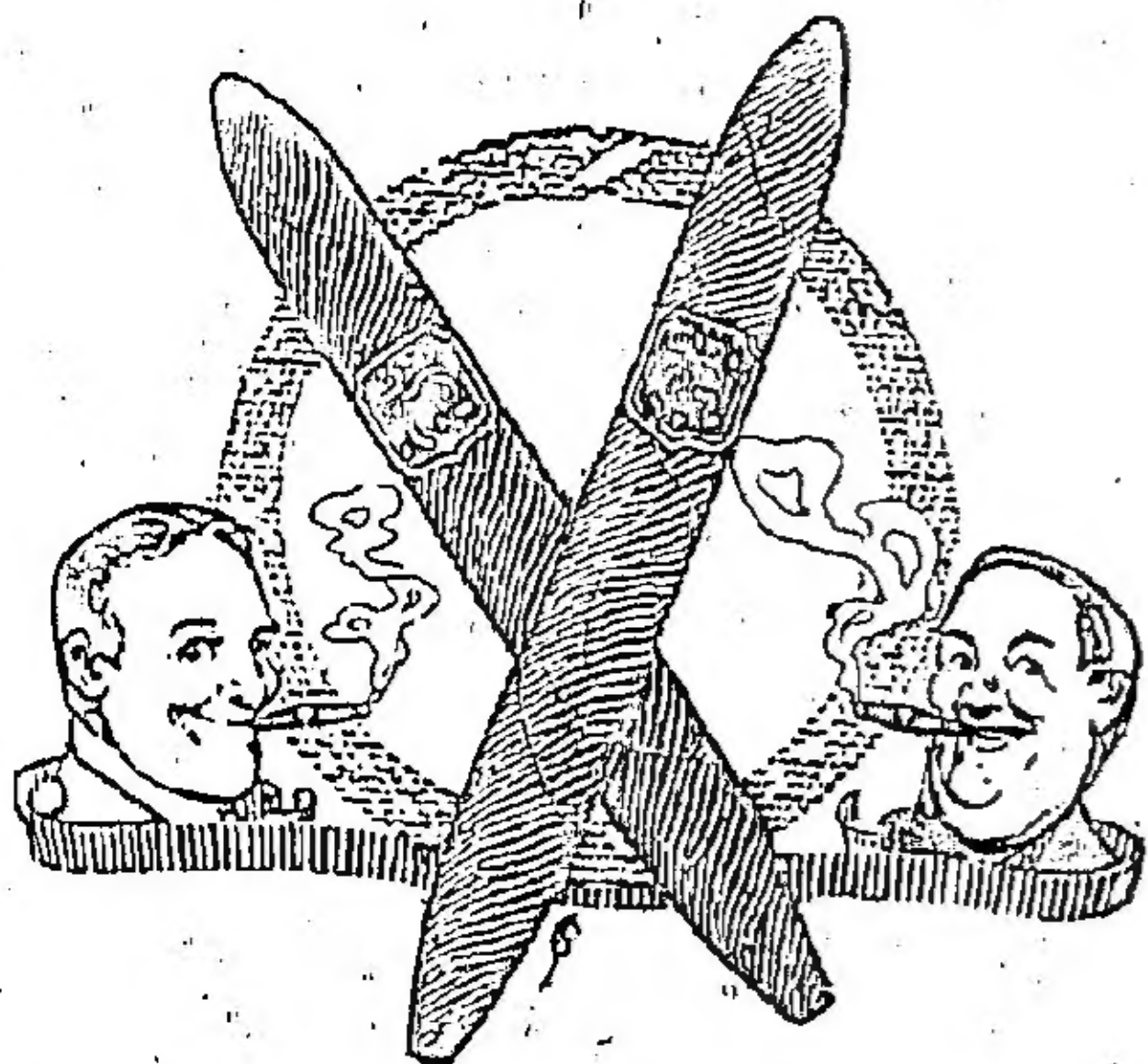
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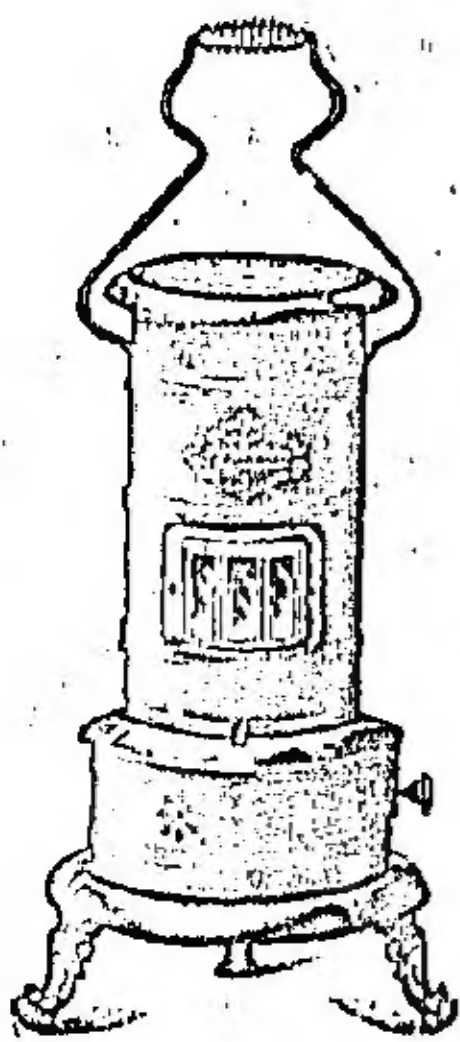
NO

SMELL

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AND

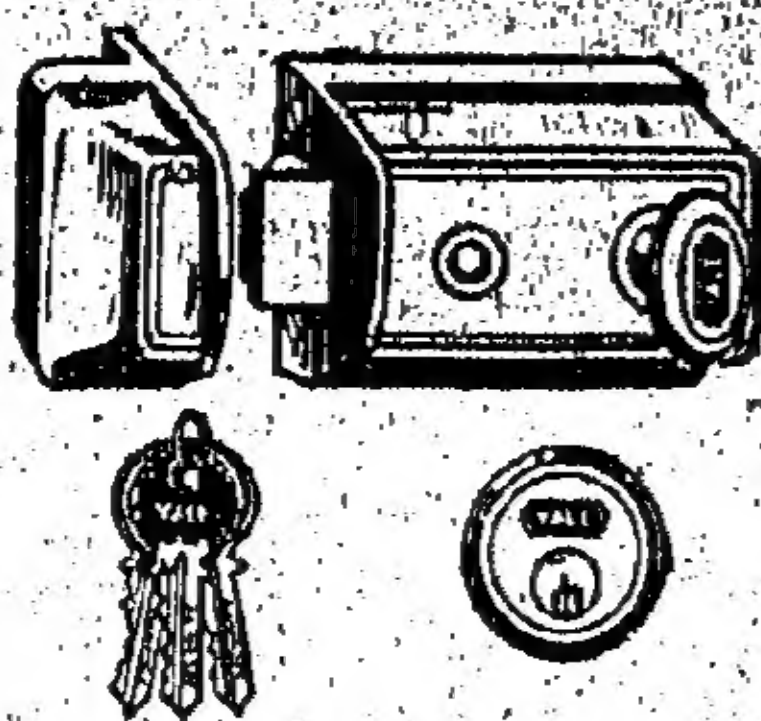
ARTISTIC



No. 114 B. Body is made in best quality Blue Planished Steel with black Japanned Rims. Container is of Brass throughout and fitted with 100 C. P. Central Draught Smokeless Burner
\$17.50

No. 116 B. Body as No. 114 B. but with 300 C. P. burner **\$24.00**

No. 116 E. Body finished in blue vitreous enamel and with Nickel Plated Rims
\$37.50



Whenever you leave your house you leave it Safe—if your door is fitted with a YALE Night-latch.

A Yale Cylinder Night-latch cannot be picked or forced, and can only be opened by the proper key. The word 'YALE' means absolute security.

If your dealer cannot supply you with the Yale Night-latch you require—WE CAN.

MUSTARD & CO., LTD.

16-17, Connaught Road, Cent.

The Telegraph.

SATURDAY, DEC. 12, 1925.

THE COAL SUBSIDY.

When Mr. Winston Churchill, speaking in the House of Commons on the Coal Subsidy, said that the coal mining industry cannot be allowed to become indefinitely a pensioner upon other industries, he simply foreshadowed that last July's crisis, postponed at tremendous cost to the nation, will soon be coming up again for decision. Renter tells us that the supplementary estimate of £9,000,000 was agreed to by the House without discussion, and this together with the £10,000,000 voted previously makes a total of £19,000,000 which the nation had had to pay, all because of last summer's unsettled difference. Trade was then shockingly bad, the demand for coal was extremely low both at Home and Abroad, and the Government stopped what would otherwise have been a strike by saying that the taxpayer would make up the difference in wages to the miners, because there were signs of reviving trade which would have the effect of putting the industry on its own economic basis again. But that revival has not come, although Mr. Churchill again gives the country what Renter describes as "crumbs of comfort" which, in the concrete, amount merely to a prediction that the output of coal will steadily increase. But then, even Mr. Churchill is forced in the end to admit that there will continue to be a disparity between the export price of coal and the cost of its production. It is in that fact that one has the whole core and essence of the coal mining industry crisis.

The contentions in the case are, mainly, these:—The mine owners say that they cannot continue on their own to pay the high wages demanded by the miners, for the simple reason that the costs of production are higher than the price at which the coal can be sold abroad. They want to cut down the miners' wages in consequence. The miners, on the other hand, say that their wages are already low enough, especially when so many of the men are not working full hours, and they threaten to strike if there is any reduction in the scale. The Government, in July last, undertook to make up the difference between the owners' proposals and the miners' terms, and in the mean-

time appointed another special Coal Commission to investigate the industry and report on a possible solution. The cost of the subsidy was estimated to be £10,000,000 but it has since turned out to be £19,000,000. That Commission has not yet reported but, unless it is prepared to be quite revolutionary in its recommendations, it cannot be looked upon as being able to report very much more than has already previously been reported on the industry by other Commissions.

The truth of the matter is that many of the mines now being worked in England are not paying—the costs of operation, apart from wages, are too high having regard to output. The plea of the Trade Unionists and the socialist is that all the mines ought to be nationalised at a round figure, so that the Government as owner of the whole could then weed out the bad mines, develop the good ones, cut out waste and so decrease operation costs and leave wages high, yet be able to market the coal at a reasonable price. No Government has, as yet, embarked upon the experiment and it is one that would instantly arouse country-wide opposition. So there is a tremendous problem still waiting to be solved, and when this subsidy agreement runs out in the Spring there are going to be some interesting, and possibly anxious, times.

Wembley Costs.

Every Dominion and colony, on being invited to express an opinion on the value of the Empire Exhibition at Wembley, has replied to the effect that it is well satisfied with the results of the expenditure incurred. That is gratifying, and will compensate the guarantors for the portion of the cost of running the exhibition which they have been called upon to meet. The "lessons of Wembley" have already been stressed—educational, fraternal and commercial. The matter of cost reminds us that the object of the Empire Exhibition was primarily commercial, and the idea underlying the scheme was the promotion of inter-Imperial trade, particularly trade between the British Isles and various parts of the Empire. In view of Lord Inchcape's recent remarks on the tendency for the bigger colonial territories to become self-sufficient, it might be queried whether Britain herself is likely to reap many or lasting benefits by more reason of Wembley; yet as the exhibition has undoubtedly been a great Empire triumph, those of us who think Imperially will be glad that the plan proved such a success, and agree that the expenditure was well justified.

Mine Disasters.

Yesterday's news of the terrible disaster in a mine in Alabama, whereby more than three scores of men are reported to have lost their lives, is but another item in a fairly long list of such occurrences during this year, mostly in America. On looking back through the files of memory, we do not recollect that the past few years have equalled 1925 in the number of these mining disasters. It may be that the current twelvemonth has merely been an "unlucky" one in this respect, or else the intense "speeding-up" of production, particularly the extended depths at which working has perforce to take place in the course of time, is responsible for a smaller margin of safety. Each time a big disaster occurs in a mining area there is grief among many families in the neighbourhood, and the sympathy of the general public is readily invoked, though reading of such events some thousands of miles away, and in these after-war times, one is perhaps inclined to pass them over as all in the day's happenings. Occasionally, however, as in the case of the Alabama gas-explosion, the death toll is sufficiently serious to stir the imagination of even the most apathetic. And it brings us back to a consideration of the old theme—the unpardonable heroism of men who, so often abused and usually misunderstood, are daily risking their lives in underground depths to earn a livelihood by winning the wherewithal to bring comfort to their more fortunate fellow-men and power to the wheels of industry the world over.

DAY BY DAY.

THERE IS NO WEALTH, BUT LIFE, LIFE, INCLUDING ALL ITS POWERS OF LOVE, OF JOY, AND OF ADMIRATION.—Ruskin.

The opening rate of the dollar on demand to-day is 2s. 4.7/16d.

There were two cases of typhoid fever reported on Thursday. Both sufferers were Chinese.

The P. & O. s.s. Khiva, from Hongkong, arrived at London on 9th. December.

We have received from Mr. D. O. de Silva, of the Sun Life of Canada, a very attractive wall calendar.

From the Hongkong Fire Insurance Company, Ltd., and the Canton Insurance Office, Ltd., we have received a most useful calendar.

It is officially notified that the King's Exequatur empowering Dr. Wilhelm Wagner to act as German Consul at Hongkong has received His Majesty's signature.

A motor car sustained damage in a collision with a tramcar in Des Voeux Road Central yesterday evening. None of the passengers were injured.

Command Orders state that Major F. Hogg, R.A.V.C., assumed the duties of Veterinary Officer, China Command, on 1st. December, vice Captain G. E. Oxspring, R.A.V.C.

It is notified in the Government Gazette that the names of the Baptist, York and Company, Limited, and The Co-operative Trading Association, Limited, have been struck off the Register.

There was one case of diphtheria and one case of puerperal fever reported yesterday. In the first case the sufferer was of British nationality and in the second of Chinese.

Owing to an error, Messrs. Hall, Law's special sale was advertised to commence on the 18th. Instead of the 10th, instant. There are particularly attractive bargains to be had in various lines, especially cameras.

Messrs. Carroll Bros. report the receipt of cables giving the following sales of rubber shares from Singapore to Hongkong:—Connellmar, \$3.20; Brogas, \$2.25; Malaka Pindas, \$4.05; Kedah, \$5.20; Bassett, \$2.15; and Colinsburgh, \$5.90.

In the Government Gazette is published an Order in Council applying Part 2 of the Fugitive Offenders act of 1881 to the Commonwealth of Australia; Papua; Norfolk Island; New Guinea; Nauru; New Zealand; Western Samoa; Fiji; Gilbert and Ellice Island; and British Solomon Islands.

We have to acknowledge receipt of an extremely attractive calendar from Messrs. A. S. Watson and Co., Ltd. Printed on white satin is the picture of a charming girl, "Marigold," by Stanley Davis, and the artistry of the calendar makes it distinctly ornamental as well as useful.

PORTUGAL'S HEAD.

DR. MACHADO SUCCEEDS DR. GOMEZ.

Lisbon, Dec. 11. Doctor Bernardino Machado has been elected President in succession to Dr. Gomez, who has resigned owing to reasons of health.—*Reuter*.

[Dr. Manuel Teixeira Gomez is 64 years of age. He was elected President on August 6th, 1923.]

MORE SUGAR.

WORLD'S BIGGER PRODUCTION.

London, Dec. 11. The Daily Telegraph reports that the world's production of sugar for the current season is estimated at 24,500,000 tons, being a million tons increase on last year's.—*Reuter*.

SHANGHAI LETTER.

Workers Agitating—Ingenuous Fraud—Progress of Telephone Scheme.

(Our Own Correspondent.)

Shanghai, Dec. 8.

In the chronicle of events which has been unfolding through the past fortnight, close observers profess to see storm signals on Shanghai's labour horizon, with indications that another outbreak of major proportions may develop at any time.

Through the earlier weeks of the new regime ushered in by the Chekiang authorities after they had ousted the Fengtien troops most rigorous measures were brought into force to quell activities of agitators and radicals of every degree. Whether or not influences have been at work to counteract this situation in the several Chinese yamens just outside the boundaries of the foreign settlements cannot definitely be said at this time, but certainly a kind of relaxation of regulations has been brought about and in some of the industrial centres agitators have been taking heart.

A result of this has been a considerable degree of labour unrest in scattered industrial plants with sporadic strikes that have not yet affected any considerable number of workers. These strikes have grown in number within the past week and several industries, notably the furniture manufacturers, have been seriously crippled by walk-outs when demands for wage increases were not met without delay.

Mass Meeting.

In addition to a number of impromptu gatherings, hitherto under the ban of the Chinese authorities, at least one assembly that might be measured into the size of a mass-meeting was staged in the Chapei recreations grounds after protests of Chinese police had been defied. This, by the way, was in the form of another of the long series of "memorials" for the "martyrs" whose lives were lost in the shooting on May 30. Chinese police sought to disperse this gathering forbidding entrance to the grounds, but a gate was opened and after the throngs had streamed in, a flood of oratory of a distinctly communistic hue was freed.

Shipping Embarrassed.

Related to the warfare in the North when news was received that the Fengtien command was dispatching warcraft, southward, the Chinese naval authorities at Woosung, near the mouth of the Yangtze, caused some little embarrassment to shipping with an order forbidding any vessels, foreign or Chinese, to pass up or down the river between sunset and dawn. This order, in view of the danger that foreign craft might be fired upon from Woosung Forts, became the subject of emphatic protest from the foreign Consular authorities with the effect that the original order was modified. Admiral T. C. Yang, who commands the Chinese naval contingents at Shanghai, altered his requirements so that entrance to and exit from Shanghai for ships again became possible with the condition that one particular channel, known as the North Channel, should not be used at night.

New Form of Fraud.

Shanghai in the guise of a garrison town, or that portion of it which essentially is Chinese, has produced at least one new thing, a new form of fraud evolved by an ingenious group that came to grief after achieving some little prosperity.

The 'graft,' as an American would put it, consisted of opening several recruiting offices with attendants in uniforms and some show of military settings about the places. Recruits were brought in willy-nilly and in the process of their admission to military ranks it was borne in upon them that the life of a soldier these days is exceedingly hard. Then, of course, a middle course was discovered in which by discreet cash payments the impending military service might be obviated.

This situation was brought to the attention of the real military authorities with the result that wholesale arrests including a number of women and children, were made. Three days later the three persons who had originated the scheme were marched out and executed by shooting. What disposition has been made of the others has not been disclosed.

Nanking Telephone Connection.

Another of the new developments that Shanghai has to look forward

HOCKEY NOTES.

PROSPECTS OF "SIM" SHIELD COMPETITION.

The fight for the "Sim" hockey Shield is fast reaching an interesting stage, and it will soon be possible to form a good idea of who is likely to come out on top. The shield, which was only put up for competition last season, provides for matches between the Royal Navy, the Army, and the Club as entrants, and enables those teams to play each other twice, the scores counting as two points for a win, one point for a draw, and no points for a loss.

Considerable benefit has been derived from the presentation of the shield in local hockey circles, as it has provided an incentive to the players, and the result has been that in the shield games, the standard of play has been, on the whole, well above the average.

Two games have so far been played in the competition, in both of which the Club were engaged, and the most noticeable fact is that the Club have been the losers in both of them. Two losses in succession came as something of a surprise, when it is remembered they won the Shield last year, and had a stronger team this year. They were unfortunate in that two players, Hett and Evans were unable to turn out, and no doubt this was a cause of their defeat.

It was known that the Navy and the Club were stronger this season, while the Army, if anything, was weaker. A close game was expected between the Club and the Navy, and the result was not altogether unexpected in many quarters, and at the same time it must be admitted that the Navy well deserved their victory. In the case of the Army however, the primary cause of the Club's defeat was the astonishing inability of the forwards to shoot. Dyer-Ball has lately been playing at centre forward with Woodward inside, and the Club attack might be improved if Woodward was given the centre forward position again. The rest of the team seems strong enough, although a capable goal keeper must be selected to replace Mills, who has left the Colony for Shanghai.

The Army scored the only goal of the match, and by shooting good and often, they looked like increasing their lead several times. If the Club had copied their example, there is little doubt that if a win had not been secured, they would at least have forced a draw. At the same time all honour is due to the soldiers, who put up a splendid fight in the game, and if they maintain form, they will prove a harder nut to crack than has been expected.

In the match against the Navy, Evans returned to the side, but Hett was again an absentee. Again the shooting of the forwards was not as good as it ought to have been to beat the Navy, and again proved a big handicap to the side.

The first game in the competition between the Army and the Navy takes place at the U.S.R.C. ground, Kowloon, on Tuesday, and should prove a game well worth watching.

Another old idea that has just been punctured is the belief that the Indian population of America is rapidly dying out. Dr. Edgar L. Hewitt, director of the School for American Research, has just finished a survey of the Pueblo and other Indian populations of New Mexico. He finds that the population of the Pueblo villages has increased 22.2 per cent in the last 10 years. It now totals 10,565. Only one village showed a decrease in population in the past 10 years and that was as the result of an influenza epidemic. Dr. Hewitt also finds that a number of communicable diseases thought to be prevalent among the Indians are no more so than among the white races.

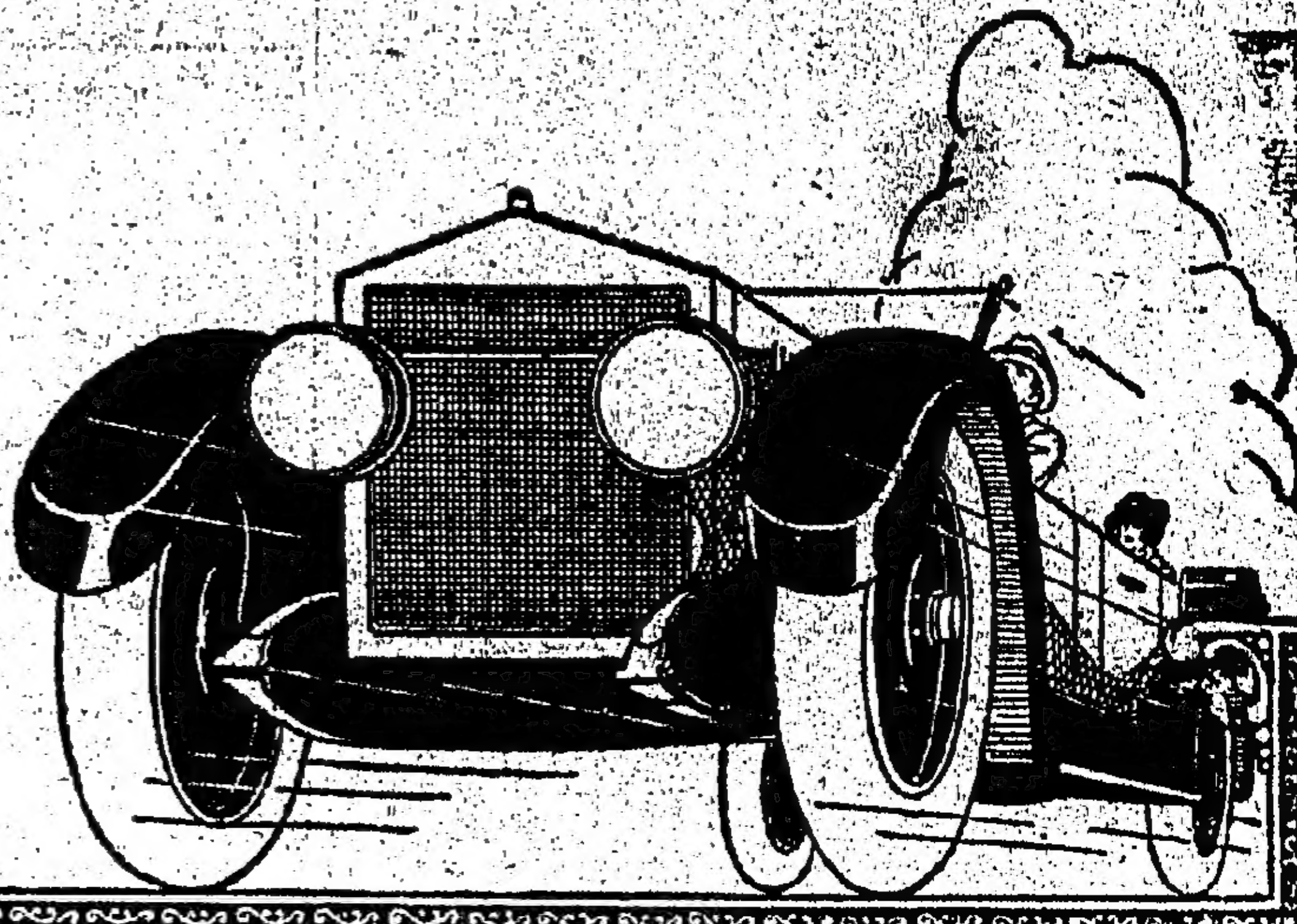
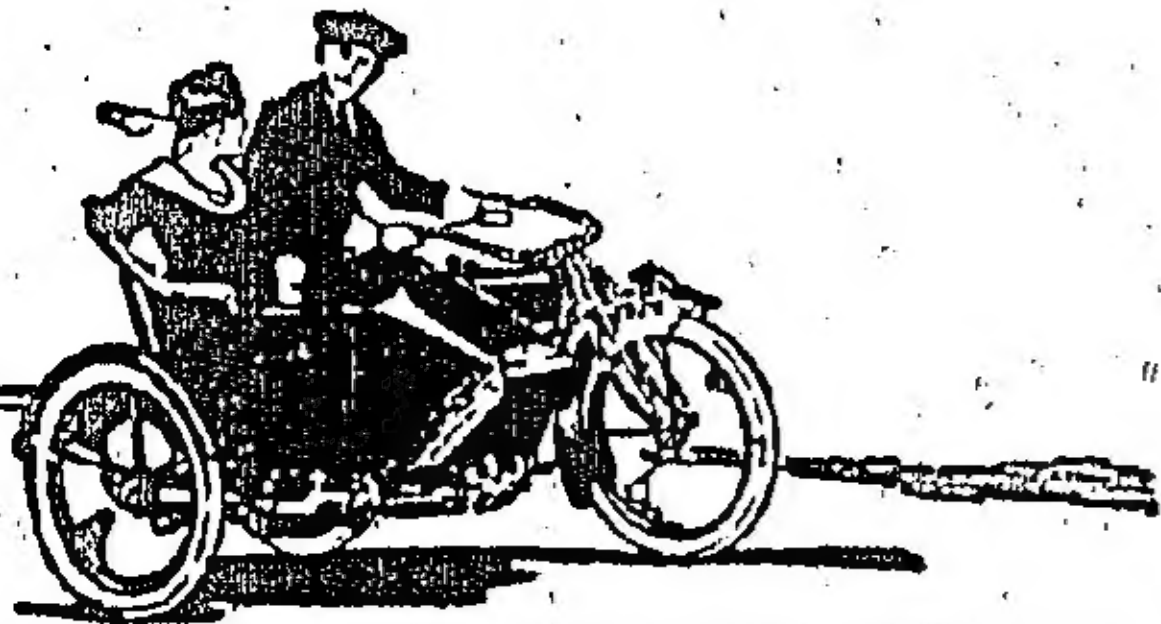
to is the prospect of telephonic communication with Nanking in coming months. Through the month of near strife in this region engineers have continued the work of wire strung in the face of every obstacle and now have succeeded in linking Wushu with Shanghai although service between the two places has not yet been opened. This, it is said, will require sanction of the Ministry of Communications. In the meantime the work of extending the wire line to Nanking is proceeding. The work is being done by the Chinese Telephone Administration.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 12th. December, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Hongk and Canton.

Somewhat ago, when the Hongk-Canton impasse had assumed most deplorable aspect, we laid emphasis on the potentiality of automobile as a connecting link between neighbouring peoples on the influence for progress which automobilism is capable of creating. American, Canadian, Australian, to quote three outstanding examples, owe an incalculable debt to the power of auto-transport in solving distance problems and opening up commerce even social relations between widely scattered districts. Else in this supplement, a correspondent states that the U States shipped no less than thousand and fifty cars to Asia alone, during June last, by now, many of these cars assisting way-back settled farmers to place produce sale in the leading market centres.

A Caring Link.

In the much has been said of the "benefit" of a motor road between Hongk and Canton, and there is no doubt whatever that a throughfare would be a most useful assistance in bringing two cities within easy and happy touch one with the other; here is something about automobile transport which has a more kindly aspect than other means of travel, while the possibility of merchandise transport is anally strong reason why a road should be made to link the capital of South China with this one. Once it is possible for automobiles to reach Canton from here, the necessity of road development from Canton to lying districts will be clearly demonstrated to the authorities there. When a solution of the present trouble

arrives, we should like to see Hongk take the lead in urging that a through road be built, in fact, it would be an act of really practical friendship if this Colony offered advice and assistance in hastening an inevitable development of the future.

The Taipo Road.

The bridge at Taipo, which has been closed for some considerable time, is now open to motorists from 8 a.m. until 6.30 p.m. daily. A gate-keeper is stationed there, with instructions to allow cars to pass between these hours, and it need hardly be mentioned, that motorists availing themselves of the privilege, should drive very slowly and cautiously when crossing.

"Brighter Bodies."

The contributor who recently advocated, in somewhat humorous vein, that our motor cars are far too sombre in appearance, will doubtless welcome the car of lighter hue which is frequently to be seen on the parking space opposite the Hongkong Hotel. After inspecting this particular example of brightness, there does seem to be something in favour of the plea.

Foolishness.

The other day we noticed a motor-cyclist driving his combination from the side-car. True, he was not in heavy traffic, but nevertheless, it is doubtful whether he could exercise as effective a control as when operating from the driving seat. No doubt the idea appeared to be somewhat novel, but novelty is not desirable when it may mean creating an unnecessary risk, both to the person concerned and to other road-users.

TUNNEL FOR SAFETY.

ANOTHER U. S. IDEA.

Street crossing tunnels for school children is the idea being promoted by safety organizations in Los Angeles.

As a result of their efforts, the city council has been won over to the idea, and the people of Los Angeles will have the opportunity to vote on a plan at the coming spring election.

With the people's approval, a \$500,000 bill issue will be raised for the construction of 61 tunnels underneath crowded streets in school districts.

This action follows the successful completion of one such tunnel which has been under the observation of school and traffic authorities. The, with a course on safety instruction in the schools, has been found of considerable advantage in the reduction of accidents to school children.

The safety course alone, it is believed, has been instrumental in cutting down the child death-rate in Los Angeles by 21 per cent. last year.

This reduction may be further increased through the use of the tunnels at street crossings for school children.

HORNS MUFFLED.

France requires its auto owners to muffle their horns. This is intended not only for quiet, but for prevention of accidents by scares.

MOTOR TRANSPORT.

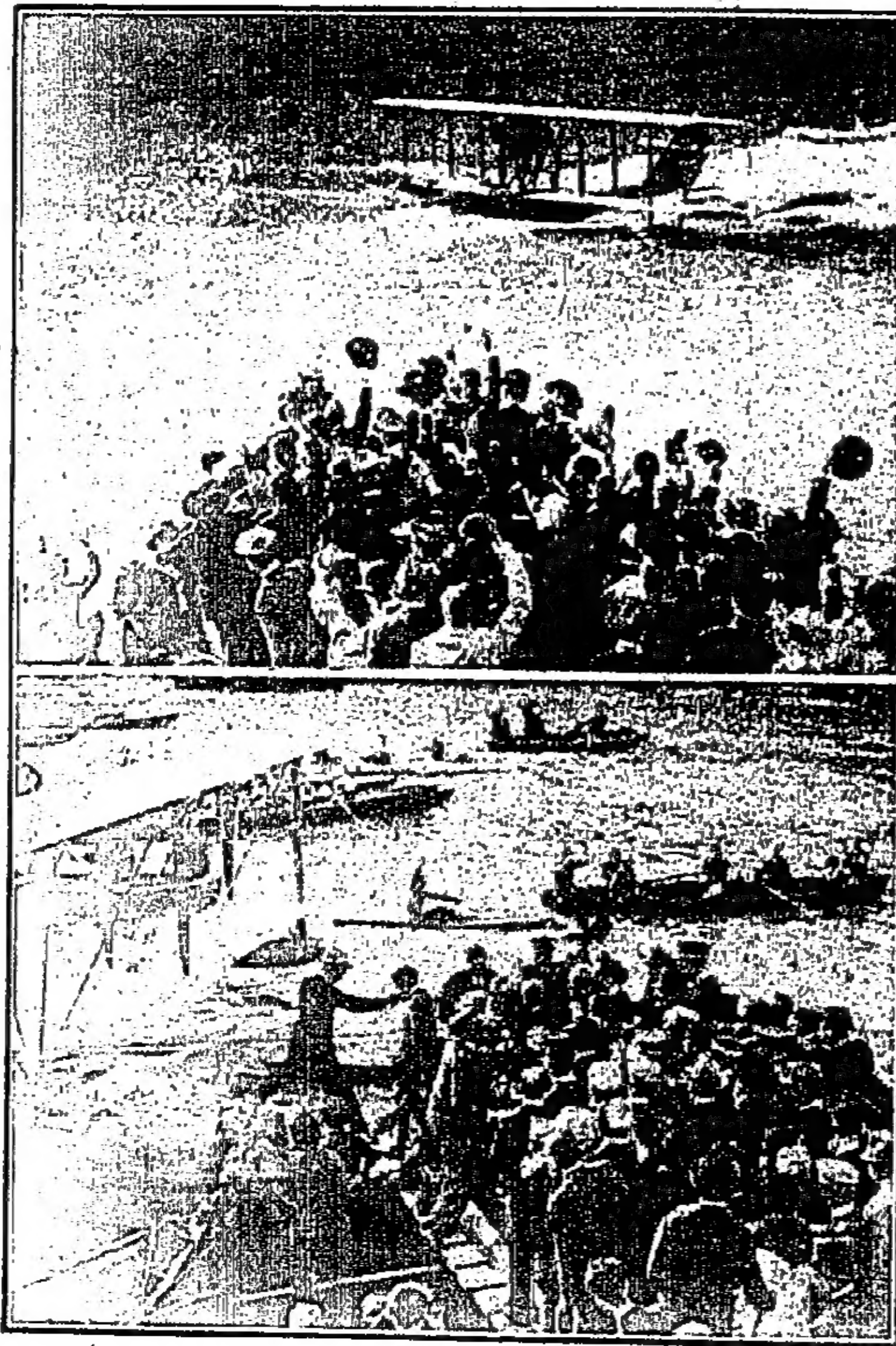
HIG CONFERENCE IN AMERICA.

It is announced that the Second World Motor Transport Congress will be held in New York City from January 11-13, 1926, during the National Automobile Show. The National Automobile Chamber of Commerce, New York, which is the host on this occasion, announces that the Congress will be open to dealers, manufacturers, engineers and others in foreign countries who are interested in the automobile industry. Assurance of participation have already been received from fifty countries. During the first Congress which was held in Detroit in May, 1925, the chief topics were the economics and utility of motor transport; on the present occasion emphasis is to be placed on sales, advertising and service methods. The Congress is to be conducted on the basis of exchange of experiences. The American manufacturers hope to learn a great deal from visitors from abroad and in return to provide complete exhibits of the manner in which motor transportation is merchandised in the United States.

REVOLVING GARAGE.

London, Eng., expects soon to have a garage with a revolving floor. Thus a car parked on the floor can be brought around to the door by the rotation of the floor.

FAMOUS ITALIAN AIRMAN'S TRIUMPH.



The Marchese de Pinedo received a wonderful ovation at Rome on the conclusion of his flight (Rome-Melbourne-Tokyo-Rome) when he reached the Italian capital. Thousands of people congregated near the so-called Port of the Tiber, and the first person to greet the airman was Signor Mussolini who embraced him heartily and congratulated him on his flight. The accomplishment of this single machine flight from Rome to Australia then to Japan and back to Rome is easily the finest and most notable of efforts in transcontinental flights.



Try comparin' yourself to an automobile. Your system is just a machine. Your mind, we might say, always sits at the wheel, and it drives with an interest that's keen.

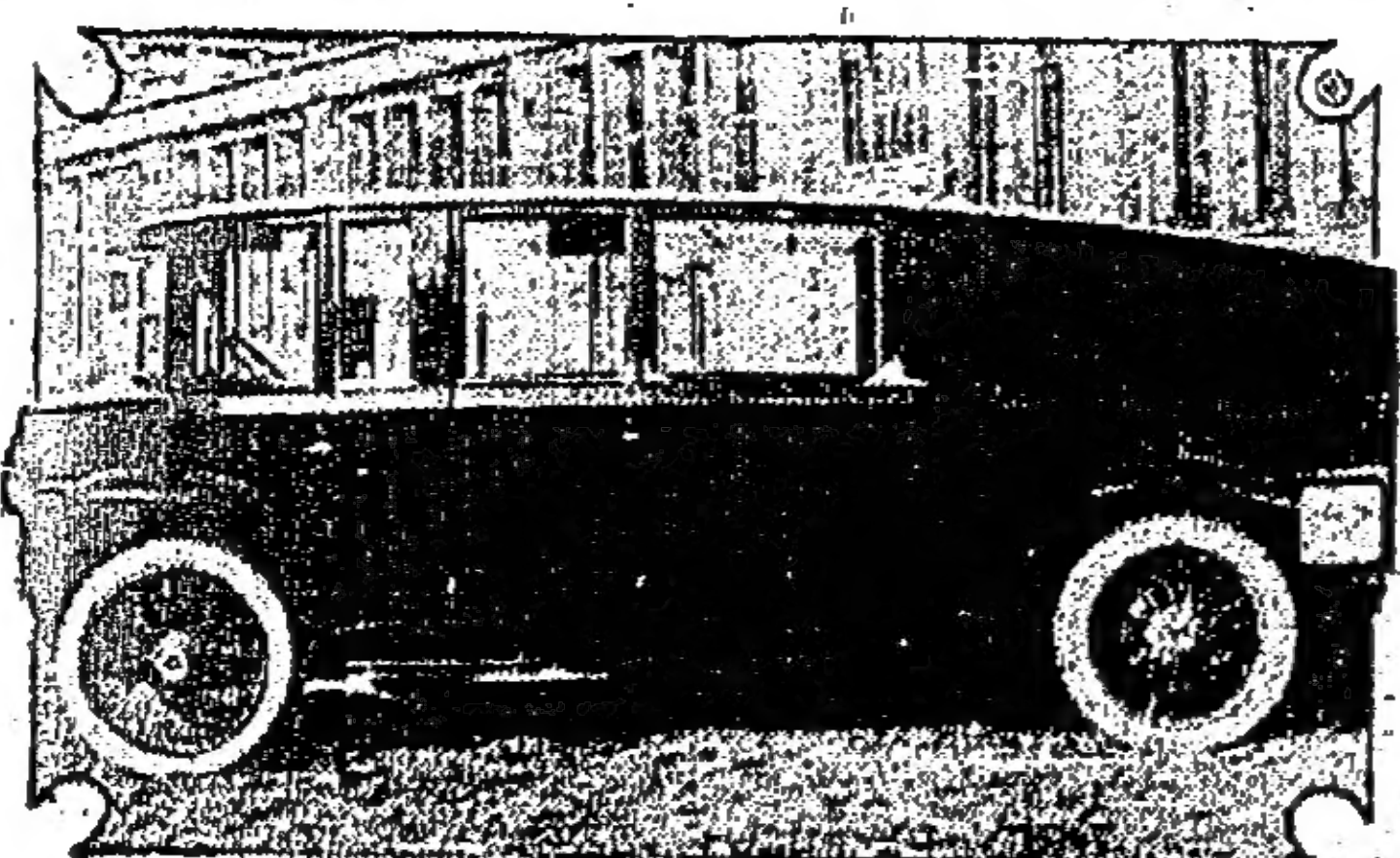
An auto that travels a path that is straight, will run while the gas keeps on flowing. If sailing along at a sensible gait, it usually gets where it's going.

The pep that you have well compares with the gas, and it keeps your old system in step. The death of your vigor and vim comes to pass, just as soon as you run out of pep.

We'll take it for granted you're seeking success, though a lot of things get in the way. Make sure of your road and don't leave it to guess, and you likely will get there some day.

Keep feet on the ground and your head held up high, and of all reckless driving be rid. In driving with pep, you can travel on high, but be careful. Use brain power. Don't skid.

"SOME RUNABOUT"



Somewhat of a freak car, but the owner thought he would build a machine with the engine at the back in order to give plenty of room for observation in front, and also to eliminate all odours in front.

OLYMPIA'S BEST CAR.

ROLLS-ROYCE LATEST.

There are always so many extremely handsome vehicles gathered together at the Olympia Exhibition that it is by no means easy to say which is really the finest. This year, however, the palm ought probably to be awarded to a 40/50 h.p. Rolls-Royce "New Phantom," with a Hooper patent enclosed limousine body. Among coach-builders Messrs. Hooper hold a position that can fairly be described as similar to that occupied by Messrs. Rolls-Royce among chassis builders. Consequently the collaboration of these two famous firms may reasonably be expected to result in a very perfect example of the *de luxe* motor vehicle. It has certainly done so in this case. The "New Phantom" chassis is of the long type and the limousine body is fitted with a collapsible roof over the driving compartment. It provides accommodation for six; namely, two on the driving seat, two on special "Royal" pattern fixed rear seats, and two on the rear seat. Frameless glasses are used throughout, with mechanical lifts to the doors, and sliding glasses at the back of the driver. The car is painted grey with black mouldings and is upholstered in blue leather and grey cloth, toning beautifully with the polished burr walnut panels under the windows. The equipment is, of course, very complete and handsome and, amongst other items, includes a dictograph, two horns, clock and step lamps. Finally, it is worth nothing that, in the interests of the safety of the occupants, the example now set by the whole of the British royal family has been followed in the fitting of Triplex glass throughout.



Wife: "I have been oiling the cylinders!"

Husband: "That wasn't the cylinders! It was my ears!"

Weekly Telegraph, Sheffield.

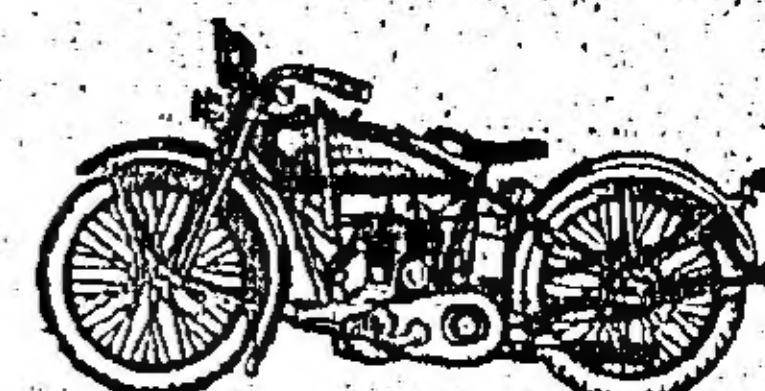
POLICE TELEPHONES.

FOR ROAD ASSISTANCE.

Populous districts in all parts of the British Empire might well follow the example of Lancashire. In that county practically all police stations are now connected by public telephone, or police private lines, and the Automobile Association states that motorists touring in the county can obtain the telephone numbers of the nearest police stations from police officers or A.A. patrols.

The Lancashire police authorities have recently instituted new arrangements for dealing with the increasing motor traffic on the roads, and it is hoped that the telephone facilities now provided will further assist towards ensuring the maximum of safety.

The Automobile Association, through its road patrols, is co-operating with the county police in their efforts to render prompt assistance to motorists when required.



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

The third consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st. December or latest the 31st, by the "EMPRESS of RUSSIA." Prospective buyers that were disappointed on the first and second consignment better put your orders with us now.

ALWAYS IN STOCK.

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Good lubricating oil is made for people who desire good service and who are prepared to pay a fair and reasonable price for it. Poor lubricating oil is also made for people who want good service but who are not willing to pay a fair and reasonable price or who have the notion that lubricating oil is over-priced and that there must be some one somewhere with a good article who is willing to sell it for less than anyone else. The people who comprise this class represent a very big market indeed.

It is not in the least surprising that lubricating oil is being made to cater to this particular class.

We sell oil for motor-car engine lubrication at prices lower than those asked for our High Grade Specialty—Gargoyle Mobiloil—but it cannot be expected to give the service the Correct Grade of Gargoyle Mobiloil will give any more than a cheap pair of boots can be expected to give the satisfaction a high-priced pair of boots will give.

Some people labour under the impression that oil is oil and that one lubricating oil is no better than another. In case this is your belief, will you not give us an opportunity to prove to you that the Correct Grade of Gargoyle Mobiloil is far superior to any motor-car engine lubricant on the market?

Our Correct Lubrication Chart is not copied from Charts issued by competitors. We originated the Chart—the work of a score of highly paid Automotive Engineers who are employed by this Company—and the others followed.

Make the Chart your Guide and insure your car against an early trip to the scrap heap.

VACUUM OIL CO.

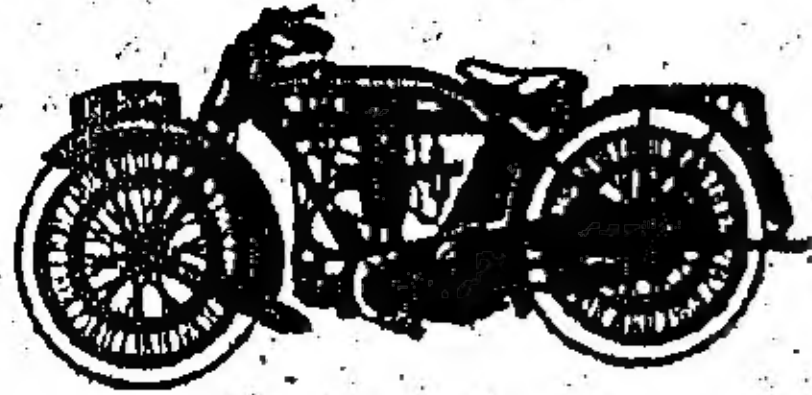
FATALITIES DECREASE.

It has been learned that there are comparatively few child fatalities from auto accidents in places where there are conveniently located

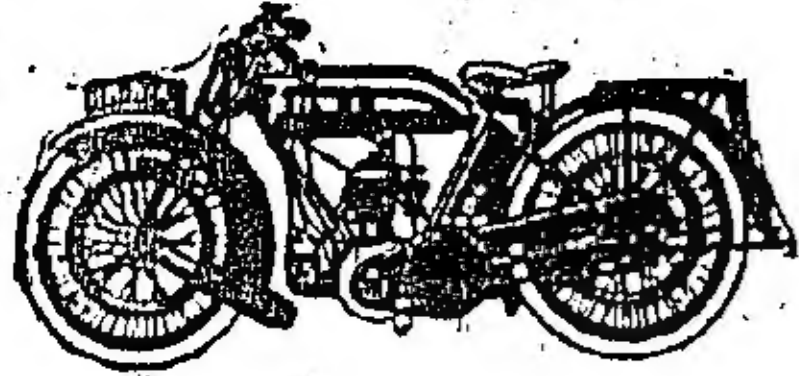
CLIFTON STILL HEAD.

Colonel Charles Clifton of Buffalo has been re-elected president of the National Automobile Chamber of Commerce for

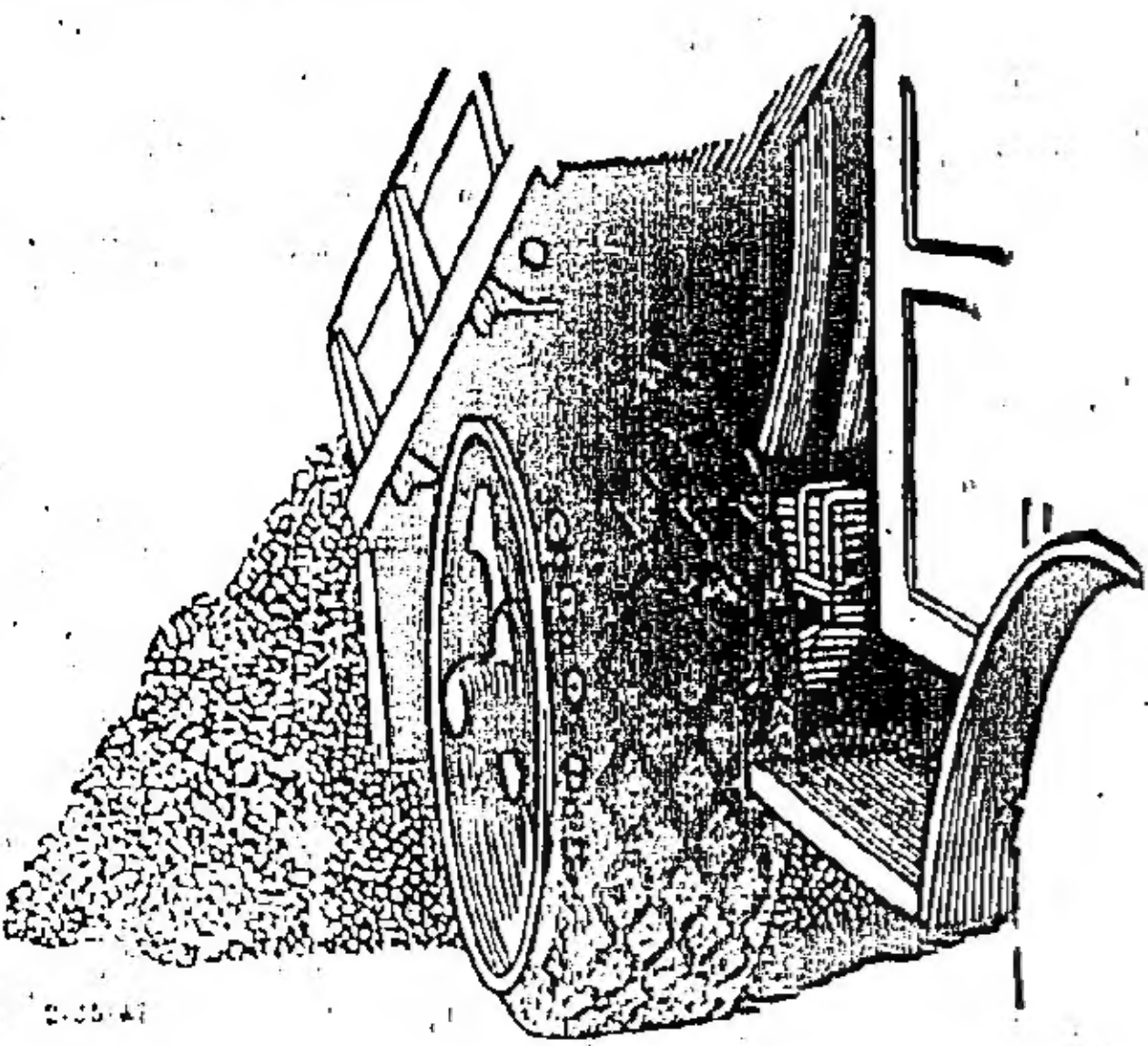
B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:
THE SINCERE CO.



Maximum Cushioning in Goodyear Tyres for Trucks

Trucks are costly and should be protected. Goodyear Heavy Duty Cushions have maximum cushioning, protecting both the driver and Truck as well as the load. The wide, thick All-Weather Tread and sidewall indentations give a resiliency which is remarkable in a tyre designed for heavy duty service.

The smaller and more numerous tread blocks provide road contact and tractive power of evident advantage in any work.

The three essentials—Traction, Durability and Cushioning are combined in Goodyear Heavy Duty Cushion Tyres, assuring economy in heavy service hauling.

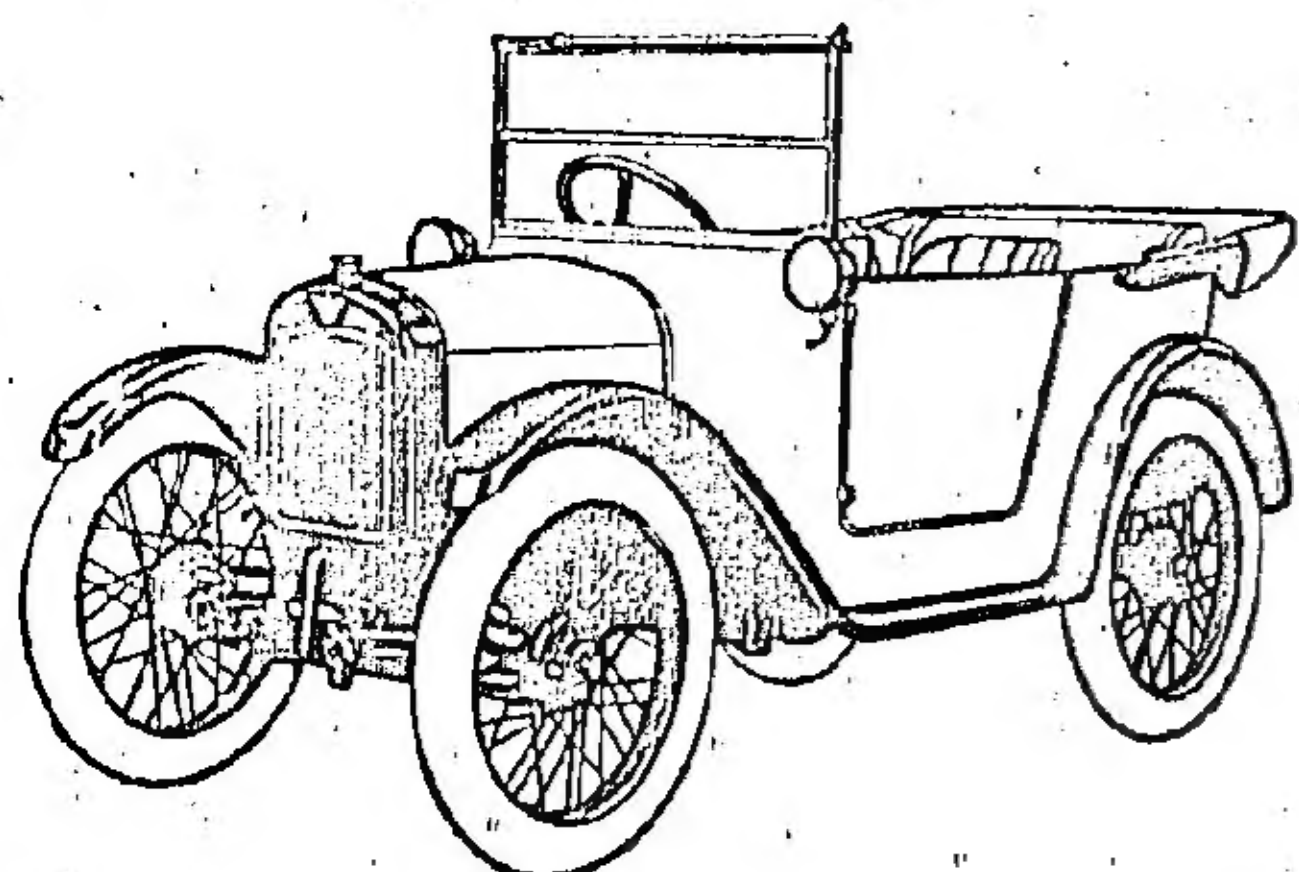
Next Time Buy

GOODYEAR
CUSHION TYRES

DISTRIBUTORS.

ALEX. ROSS & CO., (CHINA) LTD.

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THE PLAIN MAN AND HIS CAR.

V.—RUNNING GEAR. (Concluded)
(By P. W. F. Mills.)

There are two possible arrangements of the rear axle assembly. In either arrangement the drive to each road wheel must be separate, the connection between the drive to each wheel and the remainder of the transmission being made through the differential. Again, the spring pads, brake shoes and brake operating levers must be attached to non-rotating portions of the axle.

The difference between the two arrangements lies in whether the road wheels are mounted on rotating shafts supported in the non-rotating axle casing or whether they run on bearings formed on the extremities of the casing and are driven through some type of driving joint from separate shafts which run from the differential inside the casing.

The latter arrangement is more expensive in manufacture, but it has the great advantage of imposing the stresses of supporting the car on the axle casing instead of on the driving shafts from differential to road wheels. The driving shafts are required only to drive the wheels, not to support them. In the former arrangement both driving and supporting loads are borne by the driving shafts. When the first arrangement is employed, the driving shafts are usually termed "live axles" to distinguish them from the axle casing, which is in this case the axle proper in as much as it is upon the casing that the road wheels are carried.

The Brakes.

Until quite recently it was unusual to find brakes operating on drums attached to the front wheels, but from the earliest days of car manufacture it has been the practice to fit drums to the rear wheels. These drums are rigidly attached to the wheels in some way, and inside them lie "shoes" covered with friction fabric and curved to fit the internal diameter of the drums. The shoes are normally held clear of the drum surfaces by strong springs, but movement of a cam operated by the brake control causes them to press against the drums and impose a heavy frictional load on the rotating wheels. One brake control, either hand or pedal, usually serves to operate the brakes on both wheels, and in this case the two cam levers are connected by a "compensating" lever which ensures even pressure on both brake shoes. The pressure is evenly distributed over both sets of shoes although owing to faulty adjustment, one set of shoes makes contact with its drum earlier than the other set.

"Four-wheel braking," which has become the "fashionable" of so many car manufacturers, may be said to have originated many years ago in England, but for reasons connected with the difficulty of arranging a suitable control to wheels used for steering the practice fell into disuse. Its recent revival dates from just after the War, when a number of Continental cars appeared with four-wheel brakes. Since that time four-wheel braking has made immense strides, and although the most successful designs continue to be based on compressed air or hydraulic control, a number of four-wheel brake systems on the market are controlled by rods containing universal joints or Bowden cables. Front wheel brakes differ very slightly from rear wheel brakes except in the method of control, being usually of the ordinary drum and shoe pattern.

The transmission affords rotating members upon which it is convenient to arrange a drum and shoe brake, or, perhaps even more conveniently, a brake of the drum and "slipper" type. In the latter type of brake two members lined with friction fabric are contracted on to the external surface of the drum. A brake situated anywhere in the transmission line has the advantage of imposing a heavier frictional load, surface for surface, than brakes on the road wheels themselves. The friction between two rubbing surfaces increases with the speed of the surfaces, and owing to the permanent reduction gear in the rear axle drive the transmission shafts always rotate faster than the road wheels.

"Torque Reaction."

It is a law of mechanics that action and reaction are equal and

opposite. Thus when the blades of an electric fan revolve the pressure which they exert on the air is opposed by an equal pressure which the air may be said to exert on the blades. In the case of a fan or similar machine the name given to this equal and opposing reactionary force is "resistance." If the fan be suspended from a ceiling by a tube the reactionary force tends to twist the fan in its ceiling socket in a direction opposite to that in which the blades are revolving. This twisting tendency is met by the socket supporting screws, and if these are properly designed and fitted no movement actually takes place.

Similarly, if a nut be arranged to rotate on a bolt and the nut is held between guides in such a way that it cannot move endways for even the smallest distance rotation of the nut will cause endways movement of the bolt, and this arrangement is found in a number of mechanical devices. What actually forces the bolt to move is the fact that the threads of both nut and bolt are relatively moving inclined planes, and the force thus applied by the nut to the bolt must be accompanied by a reactionary force which tends to force the nut itself endways out of position, the bolt remaining stationary. This is why in a device of the sort guides to maintain the endways position of the nut are necessary.

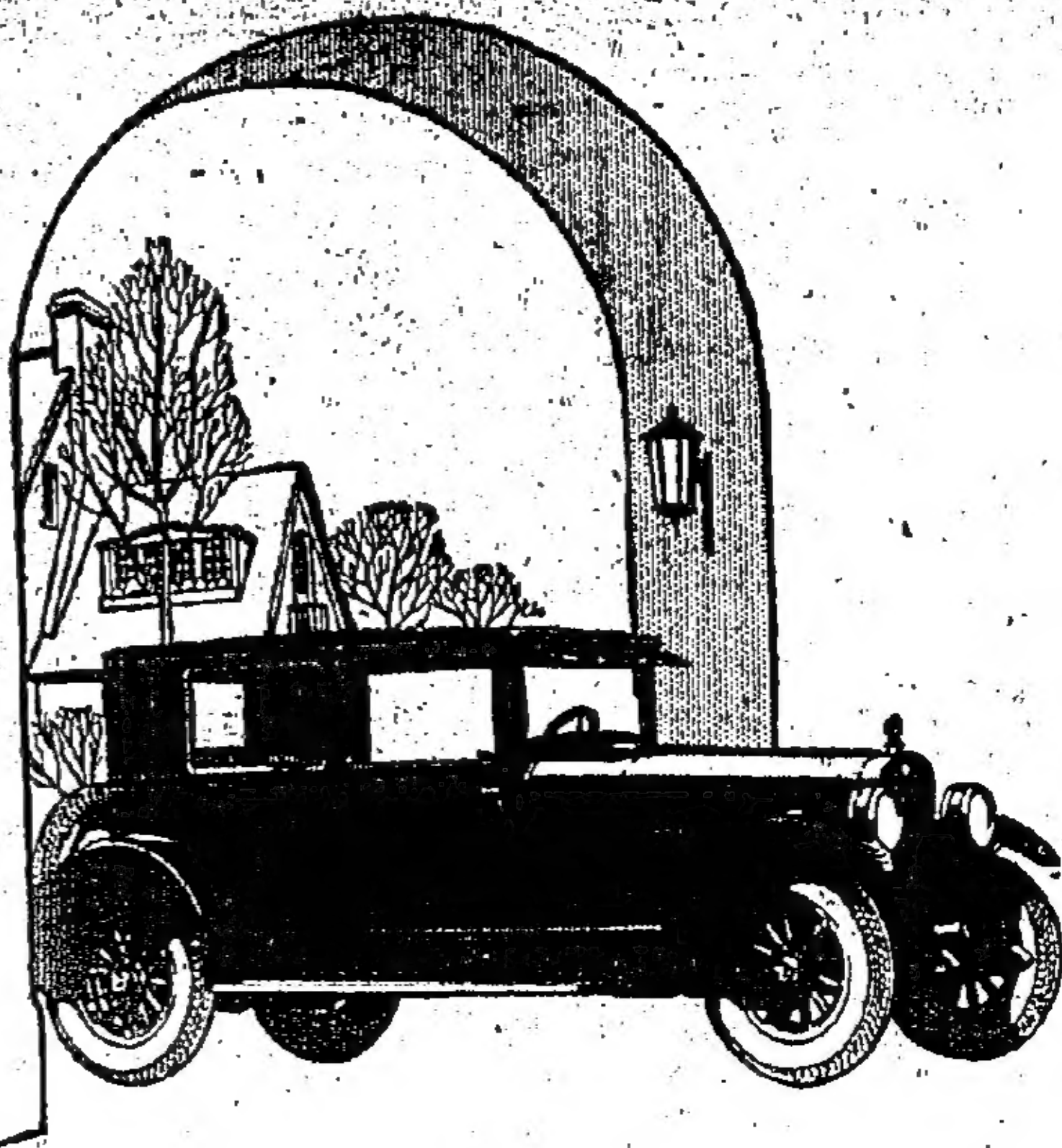
To consider first the case of a car employing "worm and worm-wheel" drive in the rear axle it is clear that there are some points in common between this type of drive and the nut and bolt devices just dealt with. Rotation of the worm tends to rotate the worm-wheel, but the reactionary force, ever present, tends to result in the worm screwing itself endways over the teeth of the worm wheel, the latter remaining unmoved. There is accordingly a heavy end strain in the shaft upon which the worm is mounted, and this must be met by the provision of strong thrust bearings at some point in the transmission line. It is obviously desirable to arrange for this thrust to be taken in such a manner that the more delicate parts of the transmission are entirely relieved of strain from this source, especially as the strain is reversed in direction when the brakes are applied or when reverse gear is in engagement.

In the case of a "final drive" of the "bevel to bevel" type the forces at work are not quite the same. Whenever two toothed wheels are in engagement, the one driving the other, the two forces are present. The principal force is that which tends to cause the teeth of the driving wheel, as they rotate, to force the teeth of the driven wheel in a tangential direction, i.e. to force the driven wheel to rotate also, in the opposite direction. The reactionary force tends to cause the teeth of the driving wheel to "run over" those of the driven wheel, the latter remaining unmoved. In the case of two toothed wheels as found in any mechanical device the tendency of the reactionary force is met by the fixed positions imposed on the axes of both wheels. If the wheels referred to were of bevel type the primary and reactionary forces would act in just the same way, and in the case of a final drive of this type on a car there is an always present tendency for the propeller shaft, which carries one of the bevel wheels, to alter its alignment relative to the centre of the rear axle.

The name "torque reaction" is given to the reactionary force, but the tube or stays which meet this force are usually termed simply "torque tubes" or "torque stays."

In a chassis with "worm and worm-wheel" final drive torque reaction has the effect of imposing end thrust on the propeller shaft: in "bevel to bevel" drive the effect is to impose a vertical strain on the shaft, accompanied, in actual practice, by a small end thrust as well.

The heavy end thrust in the former case is met by enclosing the propeller shaft in a massive torque tube containing thrust bearings by which the tension and



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In Detroit, for instance—



Studebaker Dependability is Strikingly Recognized—

IN Detroit, 130 Studebaker cars (not busses) are engaged in regular hire or livery service. And each has traveled more than 100,000 miles!

Detroit, the greatest automobile manufacturing city in the world, demands the highest values in motor cars. It is significant therefore that 90 per cent of the livery cars in Detroit running, over established routes, are Studebakers.

Of all American-made cars only two—Ford in the low priced and Studebaker in the fine car field, are manufactured on a "one-profit"

basis. Only these two manufacturers do all their own engines, bodies, clutches, differentials, steering gears, gear boxes, springs, axles, gray iron castings and drop forgings. To do this insures better cars at lower prices.

Profits which other manufacturers pay to outside parts and body makers are eliminated in Studebaker cars. The savings effected enable Studebaker to use better materials and better workmanship without charging higher prices.

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compression stresses are transferred to it from the shaft. The tube is rigidly attached to the rear axle casing at one end, and its forward end swings in a trunnion bearing carried in a heavy cross member running across the frame. It can thus pivot radially to allow for motion of the rear axle casing under road shocks. A torque tube of almost similar construction is equally effective in meeting torque reaction in bevel drive, as the tube is capable of bearing stresses from more than one direction.



SOCONY
MOTOR OILS
AND
GASOLINE

AMERICAN MOTOR CAR NOTES.

(By Walter P. Chrysler.)

Value of American automotive exports during the first half of the year broke all records for any half yearly period and was 30 per cent. higher than in the first half of 1924. The number of vehicles exported amounted to 142,570 and was 54 per cent. above the figure for the first half of 1924.

Revised figures for June show that the total of all automotive exports for that month was \$26,726,359 as compared with \$17,275,724 in June of last year. The number of passenger cars exported in the month was 17,310 as against 10,142 in the same month of 1924.

Four thousand and fifty cars were shipped from the United States to Australia during June.

Nearly 12,000,000 motorists took to the road in the United States during the summer just closing. America is to-day a country on wheels. With the increased use of motor cars, has come increased prosperity. In these few facts there is a lesson for every country which is debating the wisdom of furthering individual motor transportation. The benefits cannot be denied.

More than 3,000,000 people are employed in motor vehicle and allied lines in the United States. More than 725,000 freight cars are required every year to move the output of the American automotive industry.

The automobile industry in the United States consumes 63 per cent. of the yearly production of plate glass, 65 per cent. of the

upholstery leather and 70 per cent. of the rubber; in addition it consumes 3,500,000 tons of steel, 1,500,000,000 feet of lumber and vast volumes of other metals and materials.

Ten years ago, Detroit, the centre of the automobile business in the United States, had 17 banks with aggregate capital funds of \$38,000,000 and deposits of \$175,000,000. To-day Detroit has 25 banks. Their capital funds aggregate \$97,500,000 and their deposits \$737,000,000. This is an increase in capital funds of more than 166 per cent.

The motor industry in the United States has proved a tremendous stimulus to banking.

Automobiles in the United States cost to-day 29 per cent. less than before the World War. Commodities in general cost 67 per cent. more.

Motor vehicles special taxes are paying 42 per cent. of the total highway bill in the United States.

There are 2,856,061 miles of highways in the United States. Of these 470,000 miles are surfaced. During 1924 40,000 miles were surfaced.

The United States made 90 per cent. of the world's motor cars in 1924.

SHOW ON ROOFTOP.

The auto show at Sioux City, Ia., was held on the roof of the Chamber of Commerce Building. No effort was made to attract mass attendance. It was for prospects only.

PERSONALIA.

H.R.H. The Prince of Wales during his official visit to the Argentine used a Rolls-Royce car, one of the New Phantom 40-50 h.p. chassis with an enclosed cabriolet body. The Rolls-Royce is very favourably regarded by the wealthier residents in the Argentine.

Mr. James Thom, who is well-known in the motoring world throughout India, Burma, Ceylon and the Far East, has joined the Export Department of the well-known automobile firm of Rootes Limited, 141, New Bond Street, London, who handle the sole world's export of the Clynq and Hillman cars. Mr. Thom is now travelling through India, after which he will proceed to the Far East via Straits Settlements, Dutch Indies, China and Japan. During his tour Mr. Thom will be very pleased to take up the matter of agencies with any dealers throughout the Orient who wish to progress their business in the sale of the best makes of English cars.

Mr. S. S. Cooper, Vice-President of the Automobile Association of Bengal, was the guest of honour at a dinner given by the Committee of the Automobile Association of Bengal on Monday, September 21st, the occasion being Mr. Cooper's 21 years service on the Committee of the Association. Mr. Cooper has put in excellent work for the Association and the dinner and the silver cigar case suitably inscribed which he was presented with, are but just though by no means adequate recognition, of the work he has done for the Association.

SIRENS BANNED.

STRICT TRAFFIC LAWS.

Jazz whistles, gongs and coloured lights on automobiles are banned by Illinois traffic laws.

The new traffic laws are strict in their proposals for orderly traffic regulation and elimination of unnecessary noises and lights. The regulations include specifications for the unloading of cargo and pedestrian traffic on state roads.

Pedestrians are required to walk to the left of the road and to step off the pavement when vehicles approach.

AVERAGE SPEED BEST.

Driving safety depends upon all motorists driving their autos at the average speed.

An investigation of auto traffic accidents shows that accidents occur when half the drivers are going too fast and the other half too slow.

An average speed with all motorists driving at that speed will move traffic in an orderly fashion and will reduce the number of traffic mixups.

AUTOMOBILE INDUSTRY.

OUTSTANDING FACTS.

The remarkable rise of the automobile industry to one of leadership among manufacturers, is reflected in the following list of outstanding facts compiled by the National Automobile Chamber of Commerce, New York.

These facts point to improvement not only in automobile production but in highway development, in rail-road transportation and in the general industrial trend of the country. For practically every other major industry has had some hand in the advancement of the automobile, and has been repaid through the progress engendered by the automobile.

The List Follows:

Cars cost to-day 29 per cent. less than before the war. Commodities in general cost 67 per cent. more.

Railroads received \$400,980,000 in freight revenues from automotive products in one year, and paid \$34,164,000 in taxes for highways.

The automobile industry ranks first among all U.S. manufacturers, rated according to wholesale value of production.

It requires only 71 cents per dollar compared with pre-war prices to buy an automobile to-day. General cost of living is on the basis of 167 cents per dollar.

Motor vehicle special taxes are paying 42 per cent. of the total highway bill.

Half for Roads.

Federal highway payments 1917-1925 were but 47 1/2 per cent of total federal excise taxes paid by the automotive industry.

Railroad taxation going to highway purpose is 3.6 per cent of the total highway bill.

The average retail price of new cars sold is \$825.

Eight hundred million dollars in federal excise taxes have been paid by the automobile industry in seven years.

Seventy-nine cities had fewer fatal accidents in 1924 than in 1923; there were 6 per cent fewer grade crossing motor fatalities in 1924 than in 1923.

Very Few Horses.

There are 60,000 buses in operation in the U. S. Of these 3250 are owned by 200 electric railway companies.

Automobile time-payment paper is 99.82 per cent good. Averages of 50 leading finance companies give losses of less than one-fifth of 1 per cent. (.18 of 1 per cent.)

The average outstanding note on motor vehicles is \$252.

Motor transportation employs more than one-tenth of the male population, 3,119,000 workers.

More than 2,000,000 freight carloads of automotive products are shipped over the railroads annually.

Motor vehicles registered in the United States total 17,592,000.

Motor trucks are 12 per cent of the total motor vehicle registration.

Exports of automobiles in 1924 increased 17 1/2 per cent over 1923.

Foreign markets consume 12 per cent of the output of American automobile factories.

GAS CONSUMPTION.

ATTEMPT AT REDUCTION.

During the past 10 years the production of gasoline in the United States increased 500 per cent.

This huge increase in the use of our natural oil resources has failed to alarm oil authorities.

The Society of Automotive Engineers reports, "A sufficient supply of motor fuel and lubricants is assured for the national defense and for essential uses beyond the time when science will limit the demand by developing more efficient use of or substitutes for oil or will displace its use as a source of power by harnessing a natural energy."

Although one and a half billion gallons of gasoline were used in the United States in 1914 and nine billion gallons were consumed in 1924, automotive authorities believe that the future will bring a reduction in the consumption of gasoline by measure of new scientific inventions.

BUSES POPULAR.

Motor buses are being used by 184 street railways in the United States, according to information received by the Automobile Club of Southern California.

SPECIAL DODGE BROTHERS MOTOR CARS IN FOUR TYPES

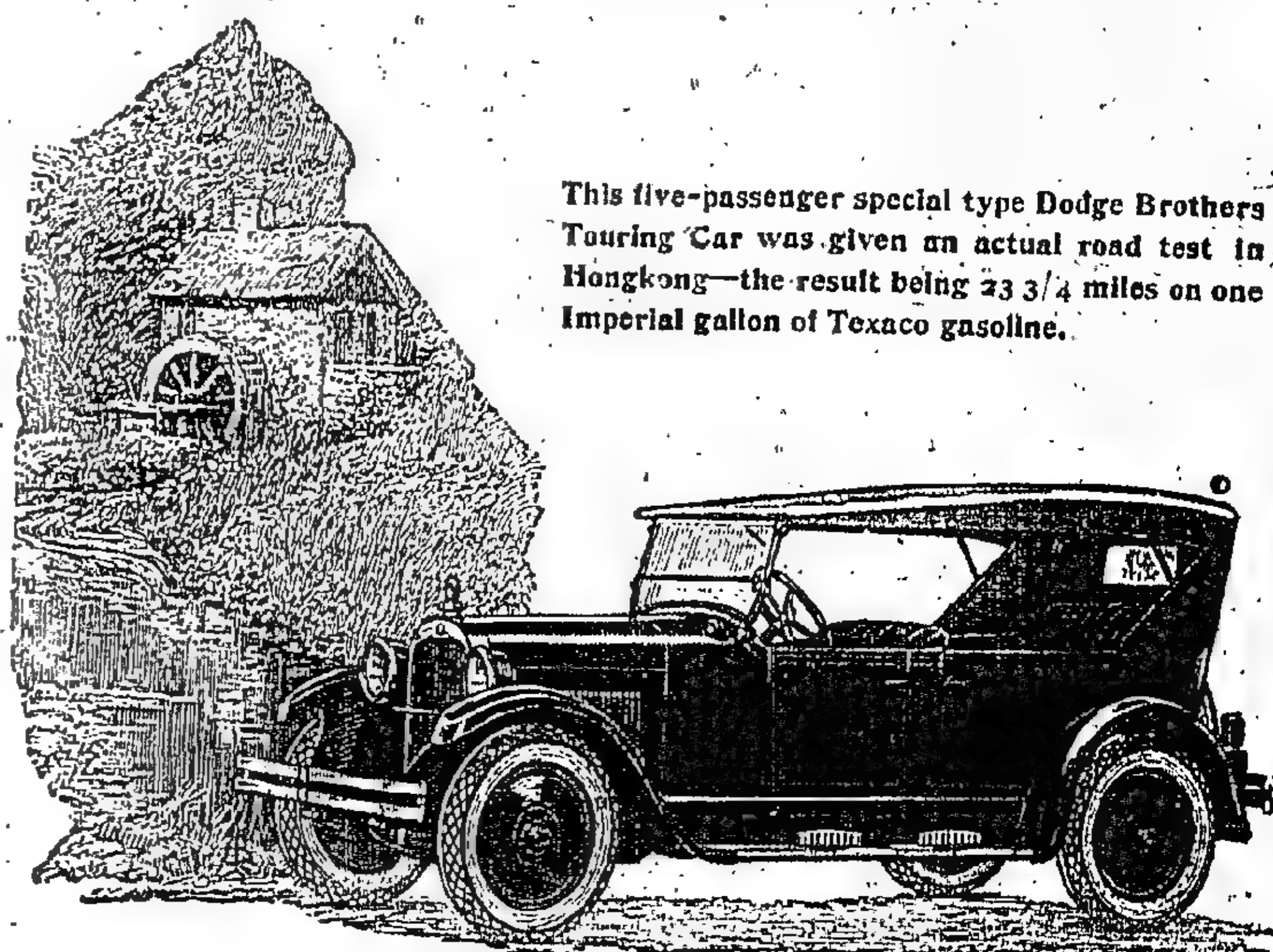
Four special types have recently been added to Dodge Brothers standard line of motor cars—A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres, nickel-rimmed radiator shell on touring car and roadster (optional on closer types), front and rear bumpers, motorometer with lock, special blue leather upholstery (for touring car and roadster special), body striping, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

Made at Detroit and at Ontario, Canada.

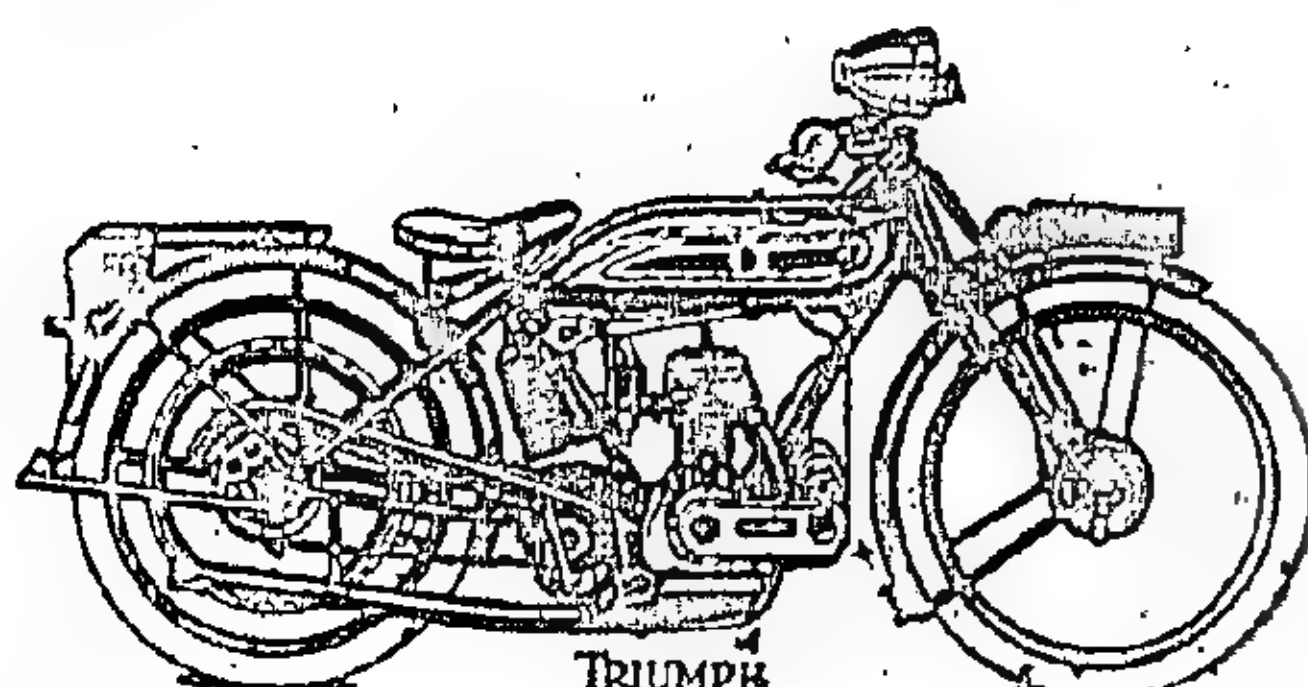


This five-passenger special type Dodge Brothers Touring Car was given an actual road test in Hongkong—the result being 23 3/4 miles on one Imperial gallon of Texaco gasoline.

THE DRAGON MOTOR CAR CO., LTD.

33 Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

TRIUMPH



THE TRIUMPH OF THE WORLD.

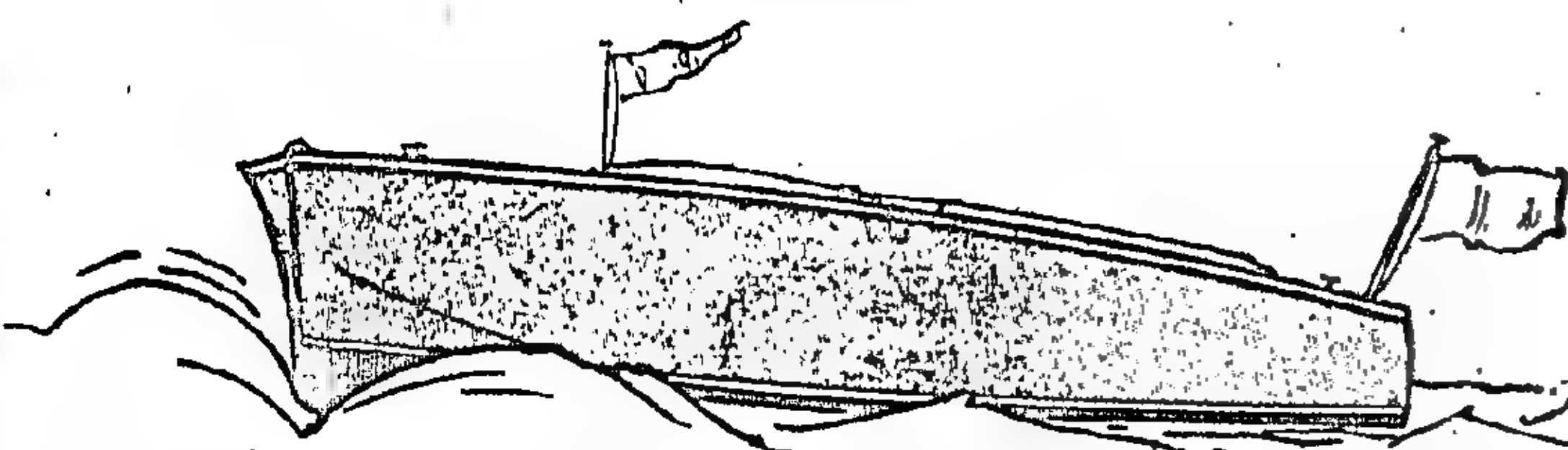
The first Triumph Motor Cycle was built close on a quarter of a century ago. It was then acclaimed to be the finest product of the day, and it still is.

Stocks carried £59. 5. 0.

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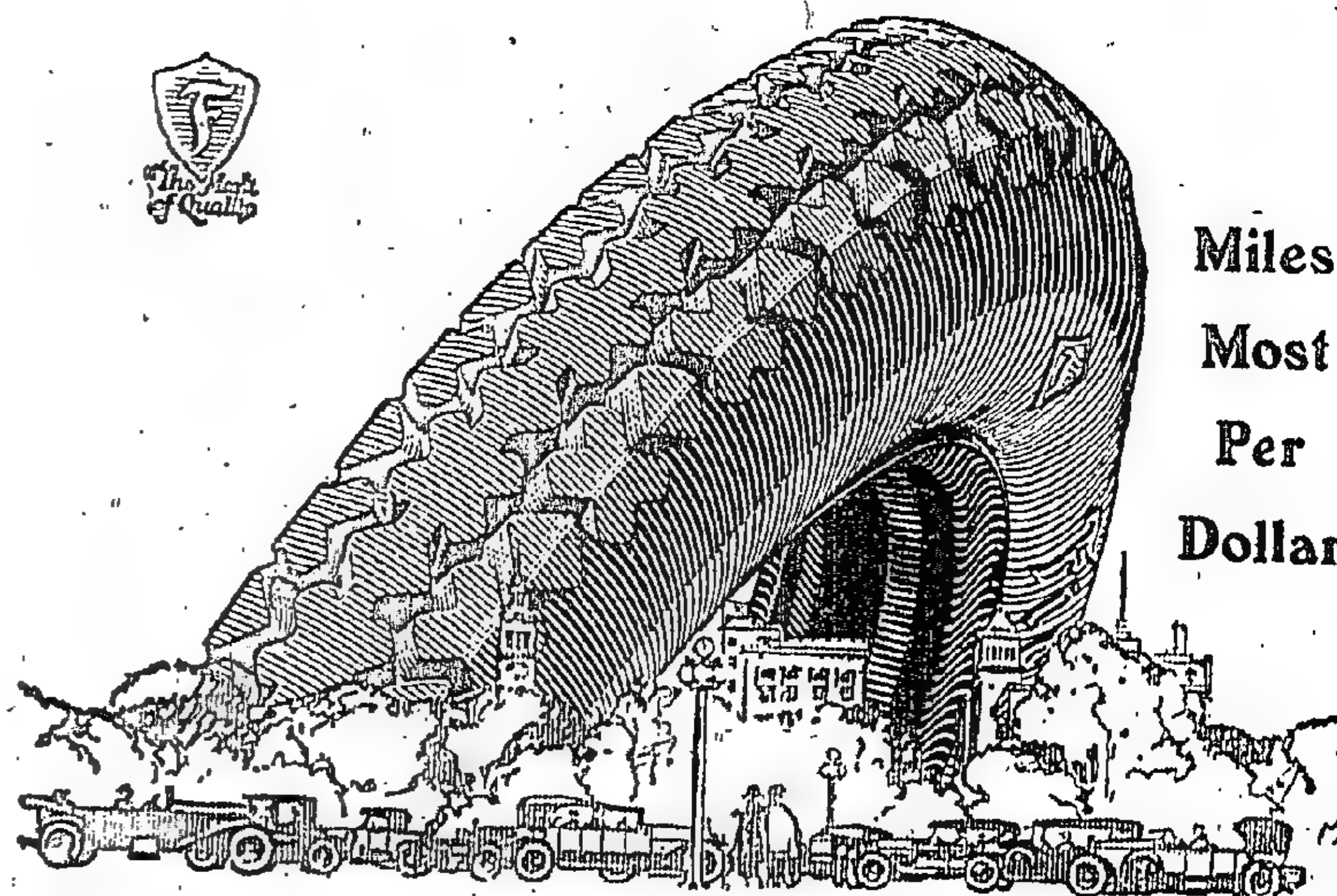
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The confidence of car owners in the MARK OF QUALITY has come as a result of tyre service which answers the most difficult tests.

This is largely due to the Firestone Gum-Dipping process. The

famous method is used on selected rubber, chosen by experts in our Singapore headquarters. It renders the tyres practically immune from internal friction and the disastrous results of heating.

Let us confer with you as to why Firestone Gum-Dipped Cord, with their safety, comfort and good looks, are best for any car.

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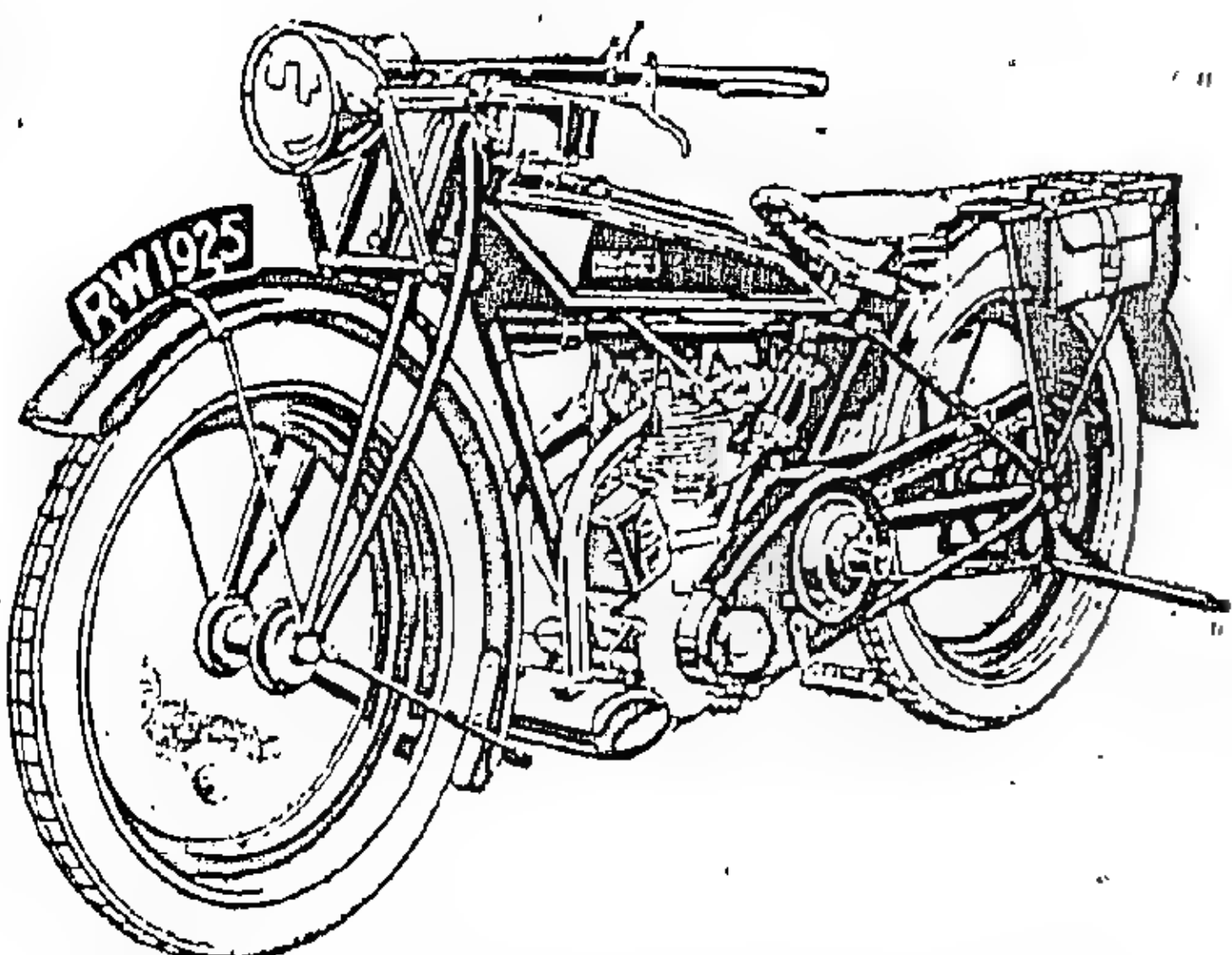
HOW THE FLIGHT ENDED.



Lieutenant Mark C. Hogie and George Burroughs of the Boston Airport met their death when the plane they were flying crashed close to the railroad trestle at the Boston Airport, Mass.

Rudge-Whitworth Four Valve Four Speed

MOTOR CYCLES



NEW STOCKS ON HAND

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CAN SKIDDING BE ELIMINATED?

FOUR-WHEEL-BRAKE
CARS NOT IMMUNE.

(By Captain E. de Normantville,
in the Daily Chronicle.)

A reader takes me to task in regard to a recent article on skidding, because I did not fully differentiate between cars with four-wheel brakes and those with only brakes on the rear wheels. He claims that cars with four-wheel brakes should have been excluded from skidding dangers.

If he really believes that, he is living in a fool's paradise. It is quite right to say that the likelihood of skidding is greatly diminished when four-wheel brakes are fitted (and, which is important, properly adjusted), but to say that such cars are immune from skidding is wrong.

If the road surface is sufficiently bad, any car may skid when the brake application is really sudden. I do not say "it will" skid, because four-wheel brakes will stand a lot of heavy work without skidding.

But no driver should ever imagine that a four-wheel braked car cannot skid—the mechanical factors are such that it is doubtful whether any car could be made immune from the danger. Four-wheel brakes greatly minimise such risk, but do not eliminate it.

ROAD COURTESY.

The following plea from Major Stenson Cooke, the secretary of the Automobile Association, deserves the careful consideration of all motorists.

"Our highways are now so heavily used that I venture to appeal to all road users for a special and prolonged effort to observe the customary courtesies and rules of the road."

"This concerns pedestrians and cyclists, as well as users of all types of wheeled traffic. Only by the good will of all who use our highways is it possible to achieve a maximum of safety, convenience, and comfort."

"A friendly spirit of 'give and take' between cyclists and motor vehicle drivers will increase the safety of the smaller vehicle, and will avoid unnecessary inconvenience and anxiety. Relations between drivers of commercial and public service vehicles and other road users are being improved by the more general use of traffic signals, by observing the rule that slow traffic should keep to the left, by always responding to audible warnings from overtaking vehicles, and by giving way when it is right, and safe, to do so."

"If overtaking vehicles would unflinchingly observe the 'Safety First' slogan, and never drive over to the right, especially at bends, without first making sure that other vehicles, or pedestrians cannot be imperilled, we should be nearer the era of safer roads."

ROAD SURFACES.

EXPERIENCE AT HOME.

Surveyors and highway authorities will be interested to hear, in view of the controversy regarding the suitability of Portland cement concrete for road surfacing, road engineers all over England are displaying keen interest in a road at Peterborough, one of our big eastern counties' towns, which is now being surfaced with mastic asphalt. This road, which was completed about eighteen months ago, was originally made a concrete road. In the short period for which it has been subjected to traffic, however, the top surface of the cement concrete has commenced to show serious signs of wear. Flaking has set in, and, as a result, potholes were beginning to appear in numerous places.

Under these circumstances, it was decided that, in order to save the road from complete destruction, it was necessary to provide a durable wearing surface of asphalt, and the concrete is thus being relegated to its normal place as a foundation.

KING'S CAR IN U. S.

The automobile which King George has been using for the last 10 years has been bought by Charles Y. Knight, automotive engineer, for display in this country. The engine is of the Knight type, although a much older model.

TOURISTS AND CARS.

MANY TAKEN TO EUROPE.

American tourists in great numbers are taking their own automobiles to Europe.

Approximately 1,500 automobiles were shipped to Europe during the first nine months of this year by Americans who wished to tour Europe by motor.

One reason for the increase in the number of private cars shipped to Europe is that some steamship lines transport the machine without a cargo.

NEW FUEL TESTED.

THE PARKER PATENT.

Paris, Oct. 21.—Producer gas, as a fuel for automobiles, has been put to actual test in a fleet of trucks making a run through France and Belgium.

Producer gas is generated by the mixture of water and a solid fuel. The heat decomposes the water and produces a gas that gives off power like that obtained from gasoline vapor.

Many French automobile firms are interested in this new kind of fuel from an economic viewpoint. Russia also is trying to get these firms to demonstrate the gas there.

After the long run the engines will be put on bench tests and examined to see what effect the fuel had on them.

This fuel is the product of the Parker Producer Gas Plant Co. of London.

STANDARD DESIGNS.

IRREGULARITY OF LIGHTING LAWS.

Standardization in headlight design and uniformity of headlight laws will bring about safer night driving on the United States highways.

Illuminating engineers are trying to come to some agreement on the problem of lighting the road from the car and of eliminating headlight glare, so that the states themselves may agree on a universal code based on the findings of the engineers.

As yet, however, the matter of headlight design is still a problem. State authorities, as well as the engineers, are convinced that headlights must be firm and consistent in design and in the amount of light they throw.

But the existing laws of the 48 states show how much at variance the authorities are on the installation and use of lights.

Few in Agreement.

The state regulations vary on the length of effective beam required from a headlight, on its height from the ground, its intensity, its size at a prescribed distance and even its colour.

White is the standard colour, yet some states permit the use of amber headlights or any tint except red. Most states agree on the time headlights should be lighted, but they're equally as lax on the type of equipment for the purpose.

In Colorado and Florida only one headlight is required, and in Vermont frosted bulbs must not be used. Spotlights, legal in one state, is illegal in another, and even where they are permitted, there are different regulations as to their proper use.

The same lack of uniformity covers the control of tail lights and other coloured lights. One state doesn't permit any coloured lights in front of cars, while another sets the ban against red lights only.

Other Lights.

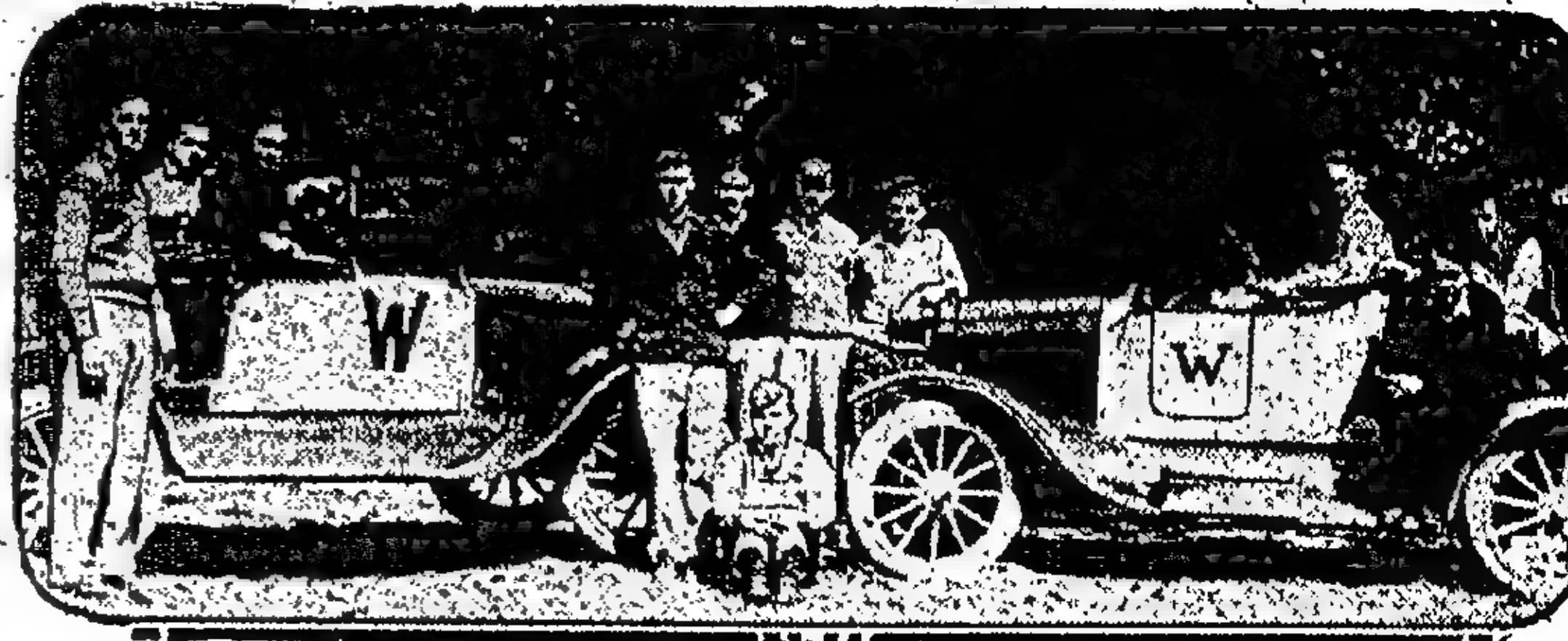
In the rear, tail lights may be red or yellow in Texas, or they may be green, instead of red, in Wyoming.

Thus, the traveller is confused by the irregularity of state lighting laws.

But he can't be relieved of his dilemma before the lighting engineers settle upon their own code for the proper construction and use of headlights and tail lights, so that states may base their code upon it.

The Illuminating Engineering Society is making this one of the most important of its research studies.

FLIVVER BAN ALMOST CAUSES COLLEGE STRIKE



The 490 students at Wabash College, Crawfordsville, Ind., threatened to strike when the board of trustees announced an absolute ban on "collegiate bugs"—ancient flivvers painted in bright colours and snappy phrases. The students' storm of protest has been subdued temporarily by a compromise of President George L. McIntosh, who decided to allow the students to drive their "bugs" on Saturday and Sunday. Trustees said cars like those shown above are "disreputable and a disgrace to the college."

Why

DUNLOP

CORD TYRES

should be on your car

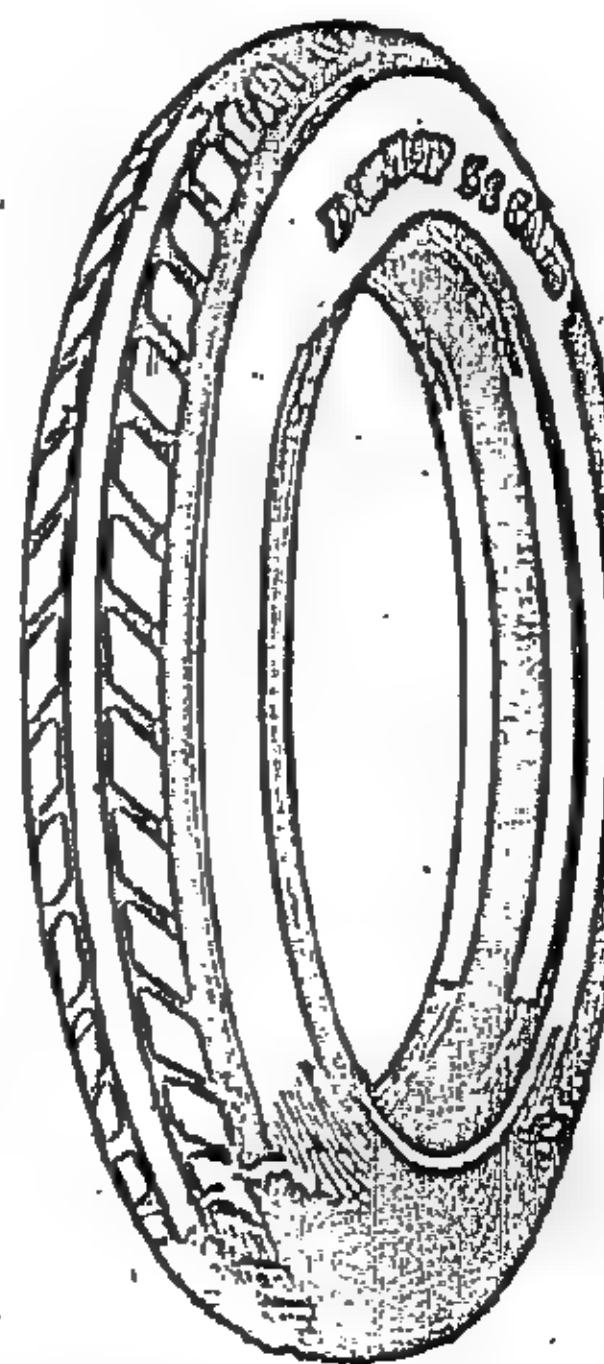
They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.



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The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

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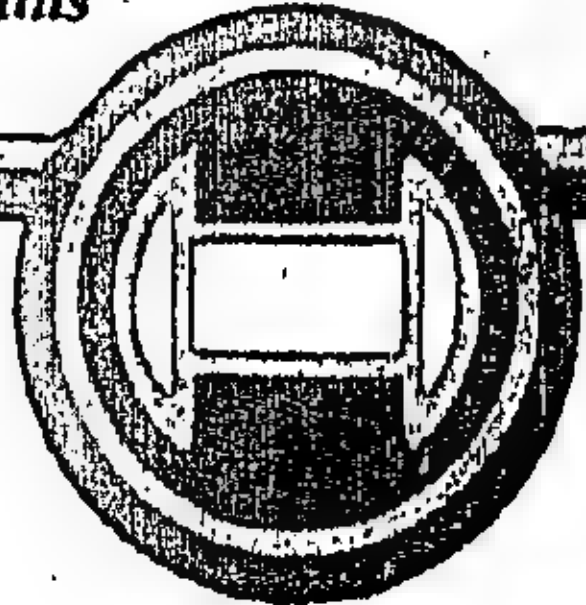
The Robert Bosch Magneto are made of the best Materials and with equipment ideally designed for quality production.

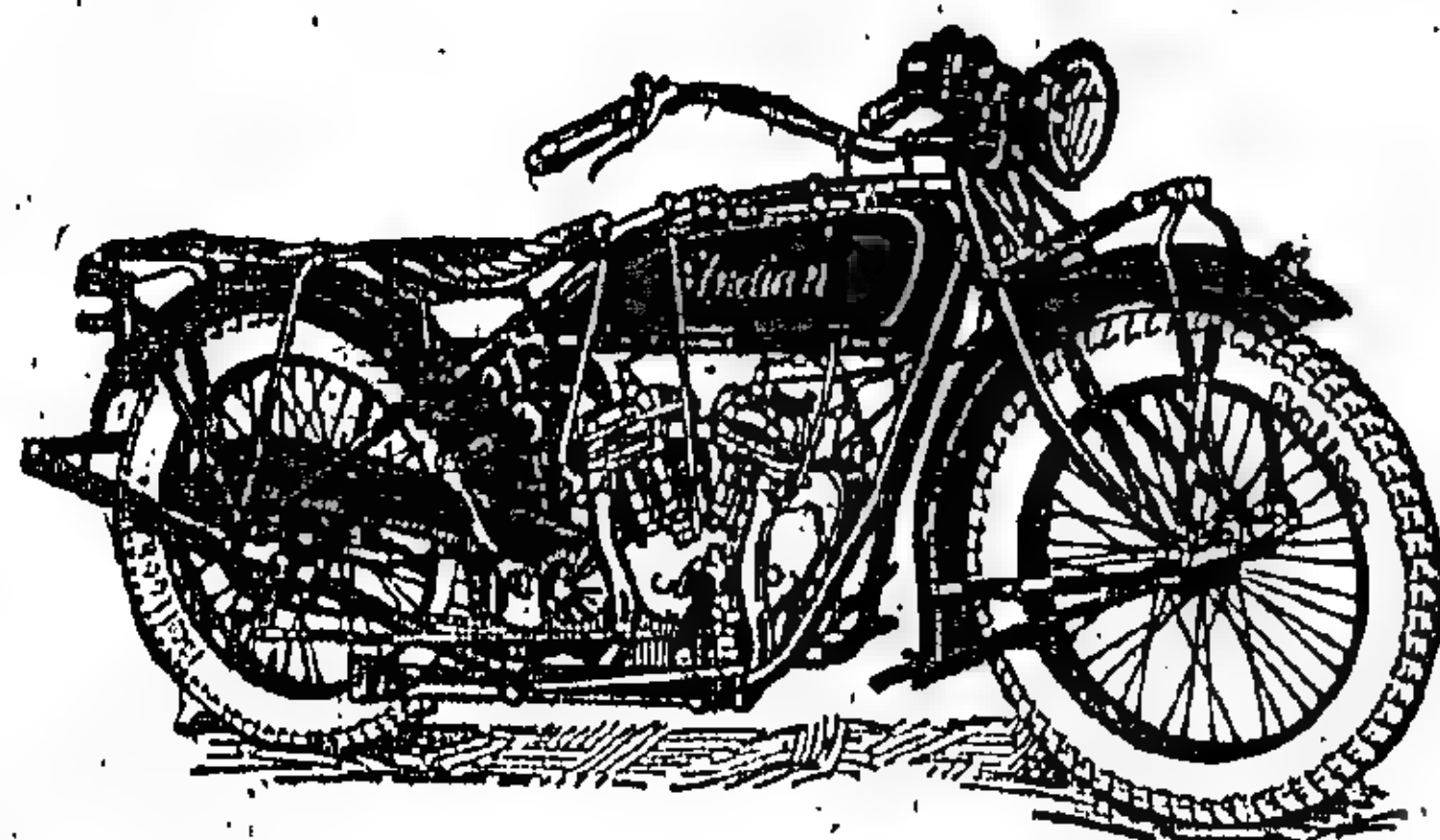
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Right or Left Hand.....\$60
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THE DRAGON MOTOR CAR COMPANY, LIMITED.

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Pay close attention to the name of
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1926. INDIAN SCOUT

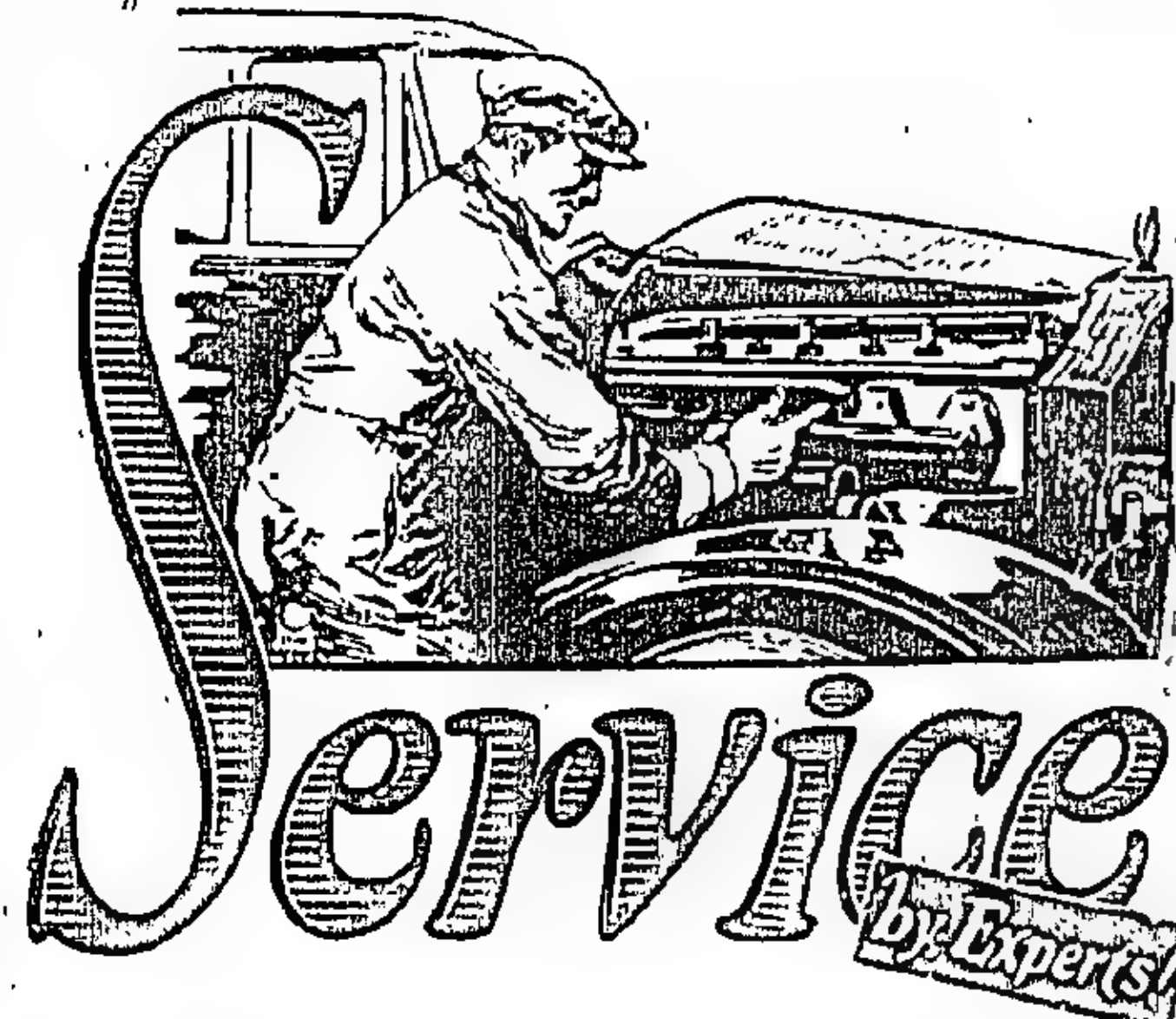
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To see this cycle is food for your Eyes.

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WHEN car owners get
tired of excessive
repairs Bills and broken
promises, they usually
come to The Dragon
Motor Car Co., Ltd.

Our expert mechanics can be
depended upon for all kinds of
repair work in the shortest
possible time consistent with
Grade A work.

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Commander De Pinedo

broke all previous records in his
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33,000 MILES

ALL ON

"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)

WORLD RECORDS.

THREE BEATEN BY BENOIT.

Recently at the Linas Montlhery motor-drome, Benoit, on a Delage, beat three world's records. He covered five kilometres in 1 min. 21.23-100 sec. with an average speed of 221.456 kilometres an hour. The previous record was 1 min. 25.92-100 sec. by J. G. P. Thomas.

Benoit covered five miles in 2 min. 59-100 sec. with an average speed of 214.750 kilometres per hour, beating Thomas's record of 2 min. 18.99-100 sec. Ten Kilometres were covered in 2 min. 47.60-100 sec. with an average speed of 214.900 kilometres per hour.

The race meeting concluded, with a friendly race between Benoit on his Delage, and Temple on a motor-cycle. The distance was one lap, with a standing start. Benoit led, and finished easily first, without extending his engine, the time being 59 sec.

FAMOUS HILL CLIMB.

PHENOMENAL SPEED BY SUNBEAM CAR.

The Klausen Hill Climb in Switzerland, which was held on August 23rd, is the leading hill climb for cars in Europe. The course is a mountainous road, the hill itself being about 27 kilometres in length, with nearly 200 corners and bends. On this course, and against some of the best racing cars in Europe, Count Masetti, on a 2-litre Sunbeam fitted with super-charger, beat all comers, irrespective of engine size, and set up a new record for the hill. Count Masetti's time for the climb was 17 minutes 27 seconds, which is 1 minute 30 seconds better than the record time made last year. As some indication of the competition which the 2-litre Sunbeam had to face, it may be mentioned that the second car to finish, a French production, was equipped with an engine of 6-litre capacity, but the Sunbeam beat this by a handsome margin of time.

INCREASE IN SOUTH.

Louisiana had the biggest percentage of increase in automobile registration last year—30.3 per cent.

IF A DRIVER USED
SPEED NEAR YOUR
CHILDREN ! ! ! !

CITROEN CARS.

FACTORY IN ENGLAND.

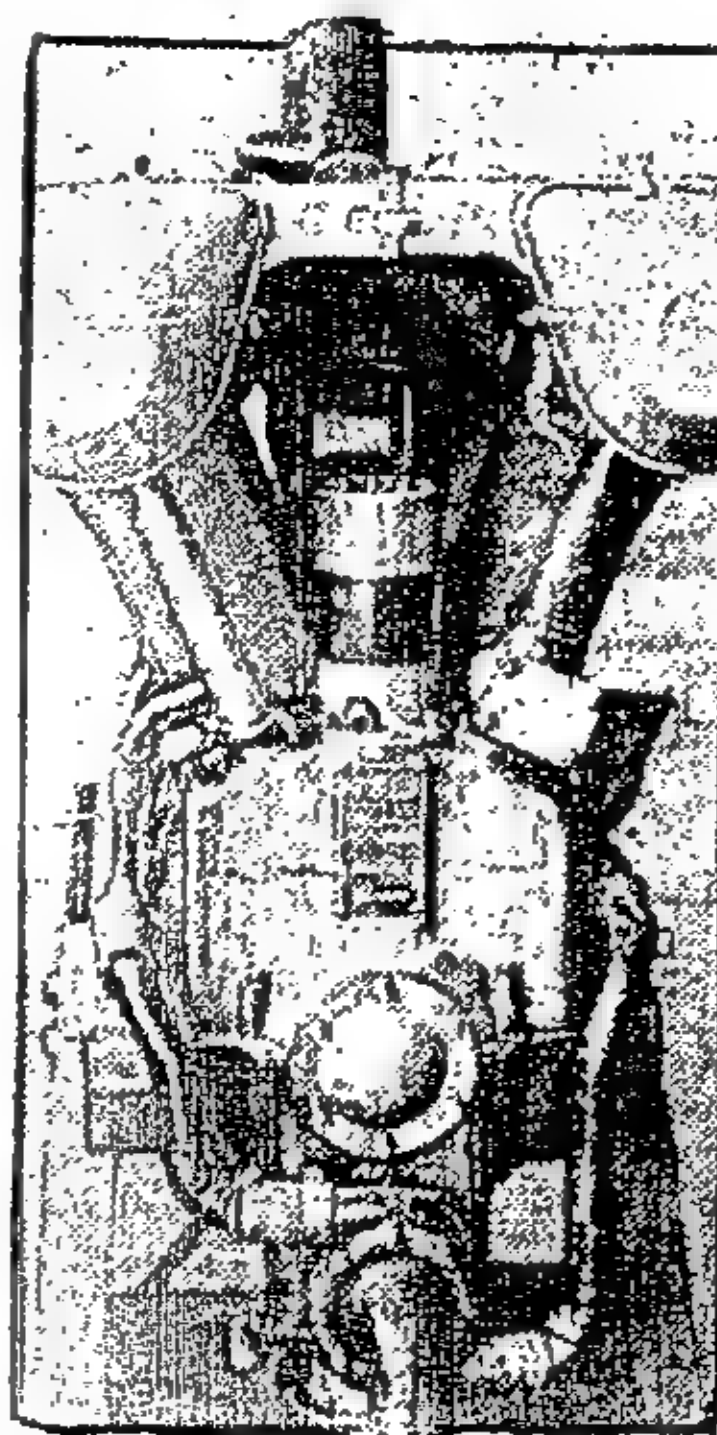
The Citroen company has purchased a factory and land at Slough for the sum of £500,000, and intends to manufacture a hundred cars a day.

Two-seater cars will be turned out at £150 apiece, and saloon cars for £245.

Motor engineers have already arrived from Paris. It is anticipated that the factory will employ 5,000 workmen.

SHIELD IGNITION FOR RADIO.

A SHIELDED ENGINE.



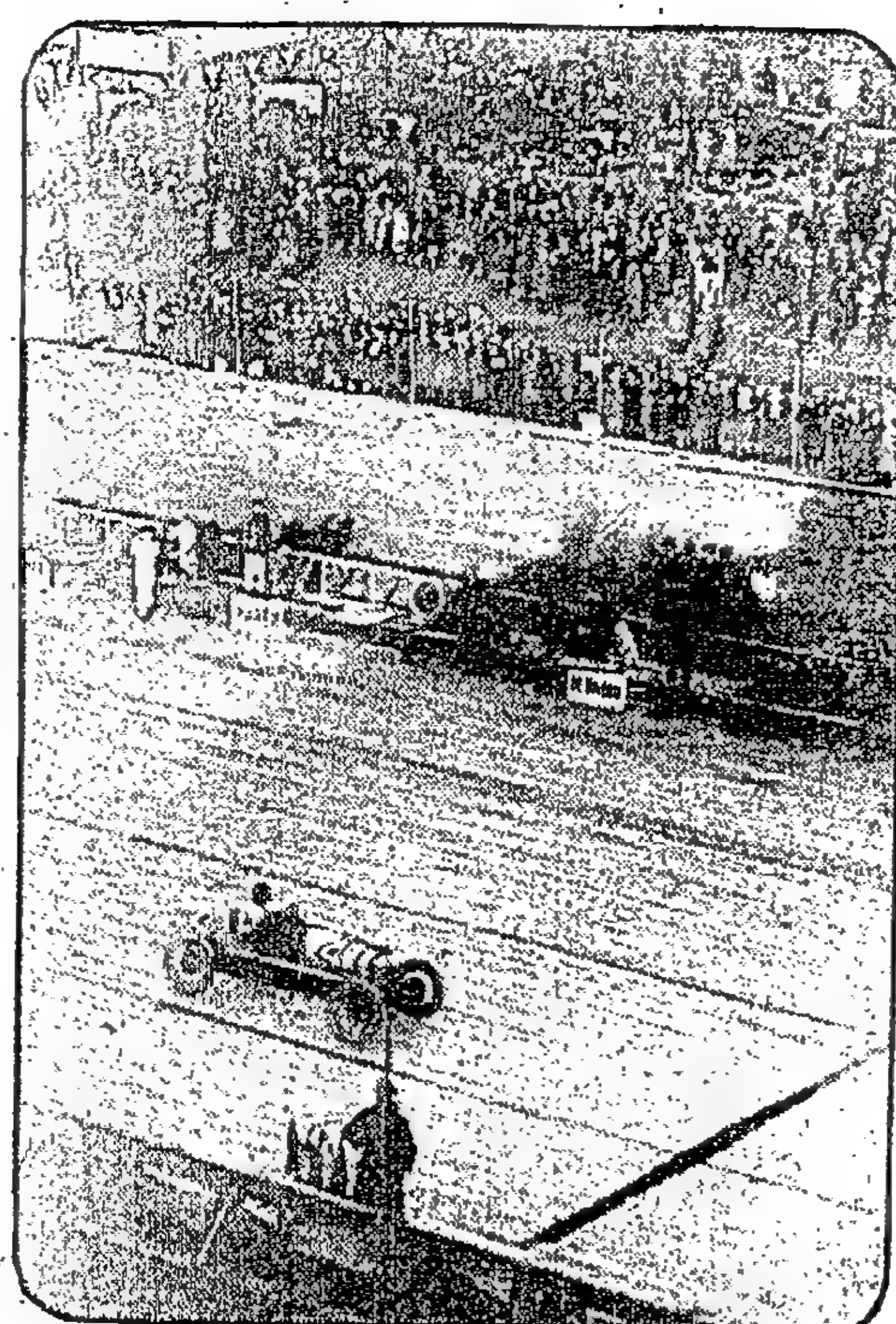
Automobile owners, as well as those fortunate enough to have airplanes, should shield their ignition systems if they intend to equip their cars with radio.

That's a tip from the engineering division of the air service at McCook Field. The accompanying picture shows the latest type of shielding being placed on airplane engines and other ships using the radio.

Without the shielding the pilot would have the Liberty motor roaring into his headset and also have the radio causing some interference with his ignition, it is pointed out. The wires in the ignition system set up a magnetic field in their vicinity and this interferes with all radio waves cutting this field.

The shielding consists of aluminium "saucer pans" inverted over the distributor heads, and aluminium conduits carrying the wires to the spark plugs. The wires leading from the conduits are covered with copper braid shielding.

BREAKING A WORLD'S RECORD.



Peter De Paola, premier automobile racer of 1925, is shown crossing the finish line in the 250-mile race at the new Rockingham Park Race Track, Salem, N. H. De Paola broke the old record with an average of 128 miles per hour.

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

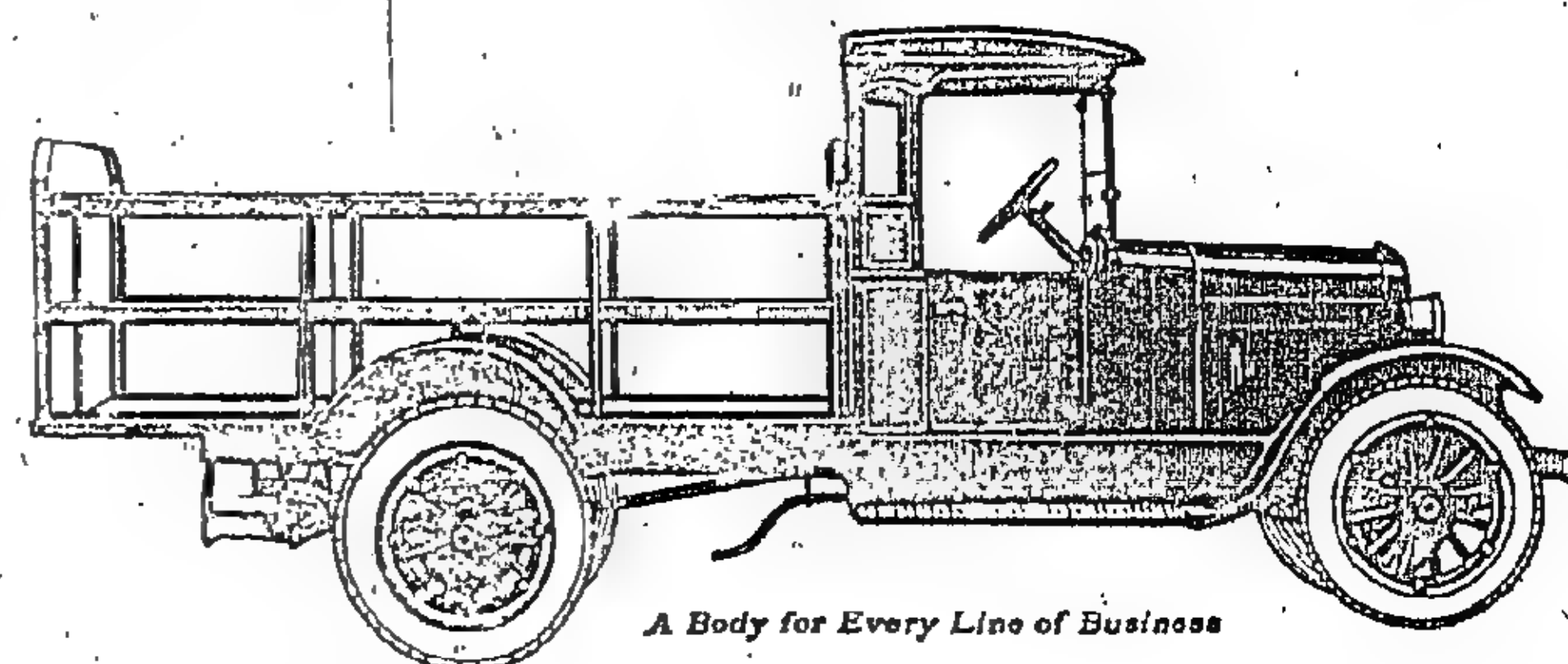


These trucks are noted for their ability to withstand long, hard use without repairs. Owners have the extra satisfaction of knowing, however, that they will always be within easy reach of ready service. No matter when or where the emergency may arise, there is a Dodge Brothers Dealer close at hand.

1-TON CHASSIS: BB 130" W. B. U. S. Cr. \$ 995

1 1/2-TON CHASSIS: CB 140" W. B. \$1,280
FB 150" W. B. \$1,330
MBM 140" W. B. \$1,345
LBM 150" W. B. \$1,395

PASSENGER BUS CHASSIS: YD 150" W. B. \$1,000



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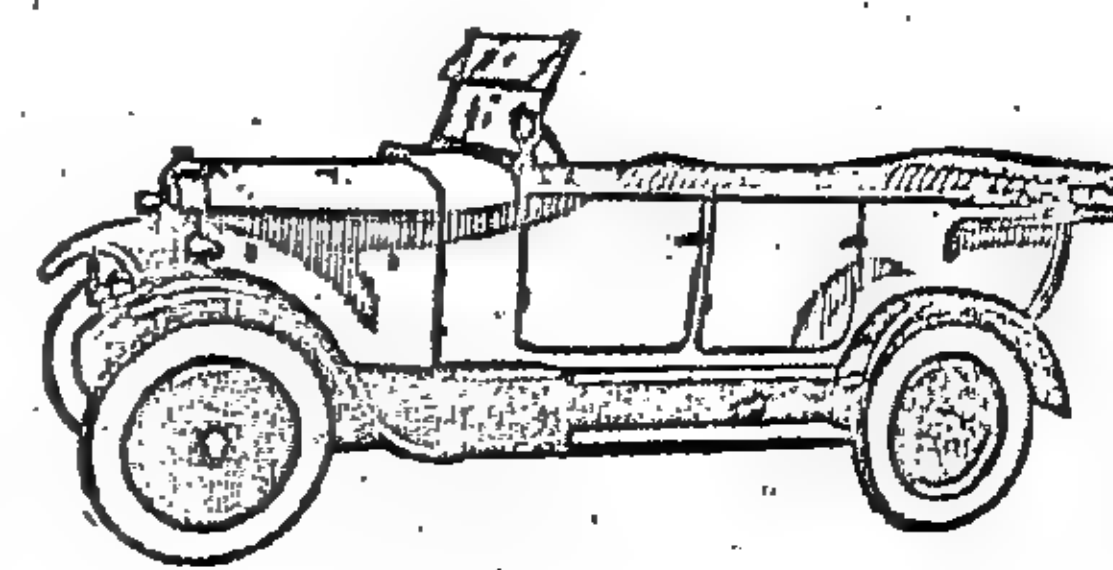
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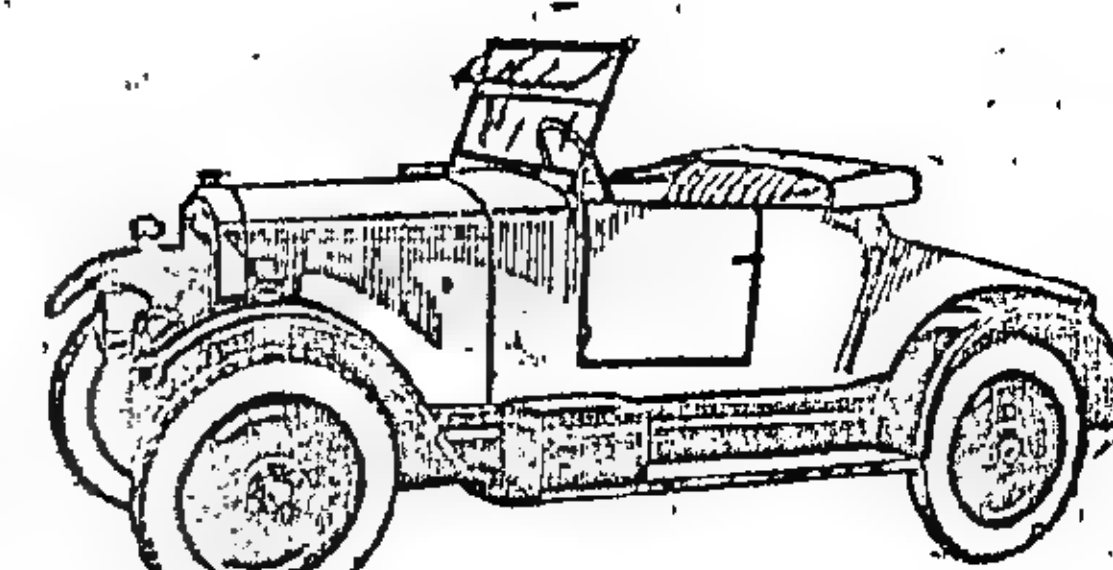
1926

SINGER

1926



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\$2,200



TWO SEATER "DE LUXE"
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OVERHEAD VALVES PNEUMATIC UPHOLSTERY
FOUR WHEEL BRAKES DUNLOP RE-INFORCED BALLOON TYRES
AUTOMATIC WINDSCREEN WIPER 35/40 MILES PER GALLON
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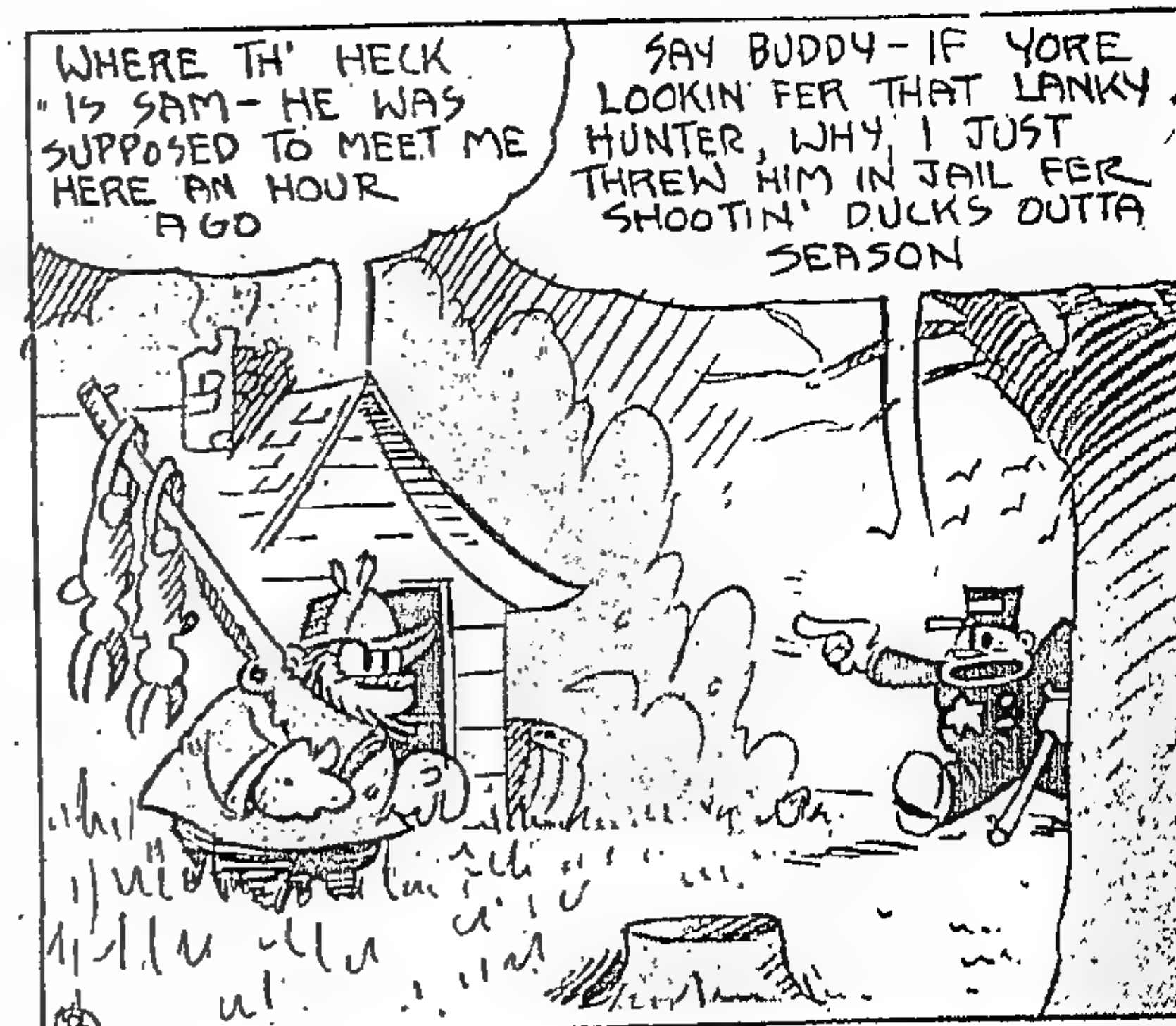
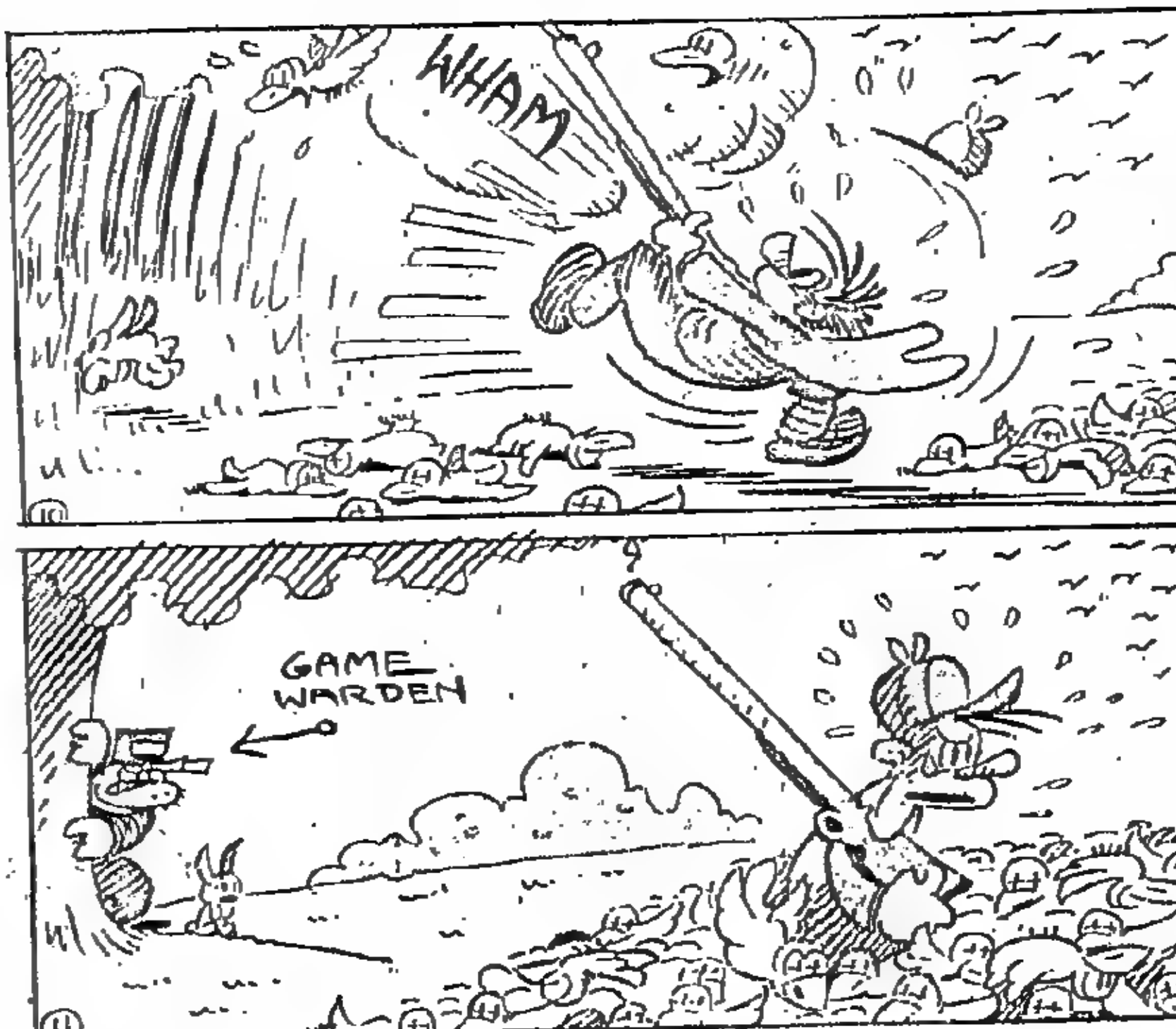
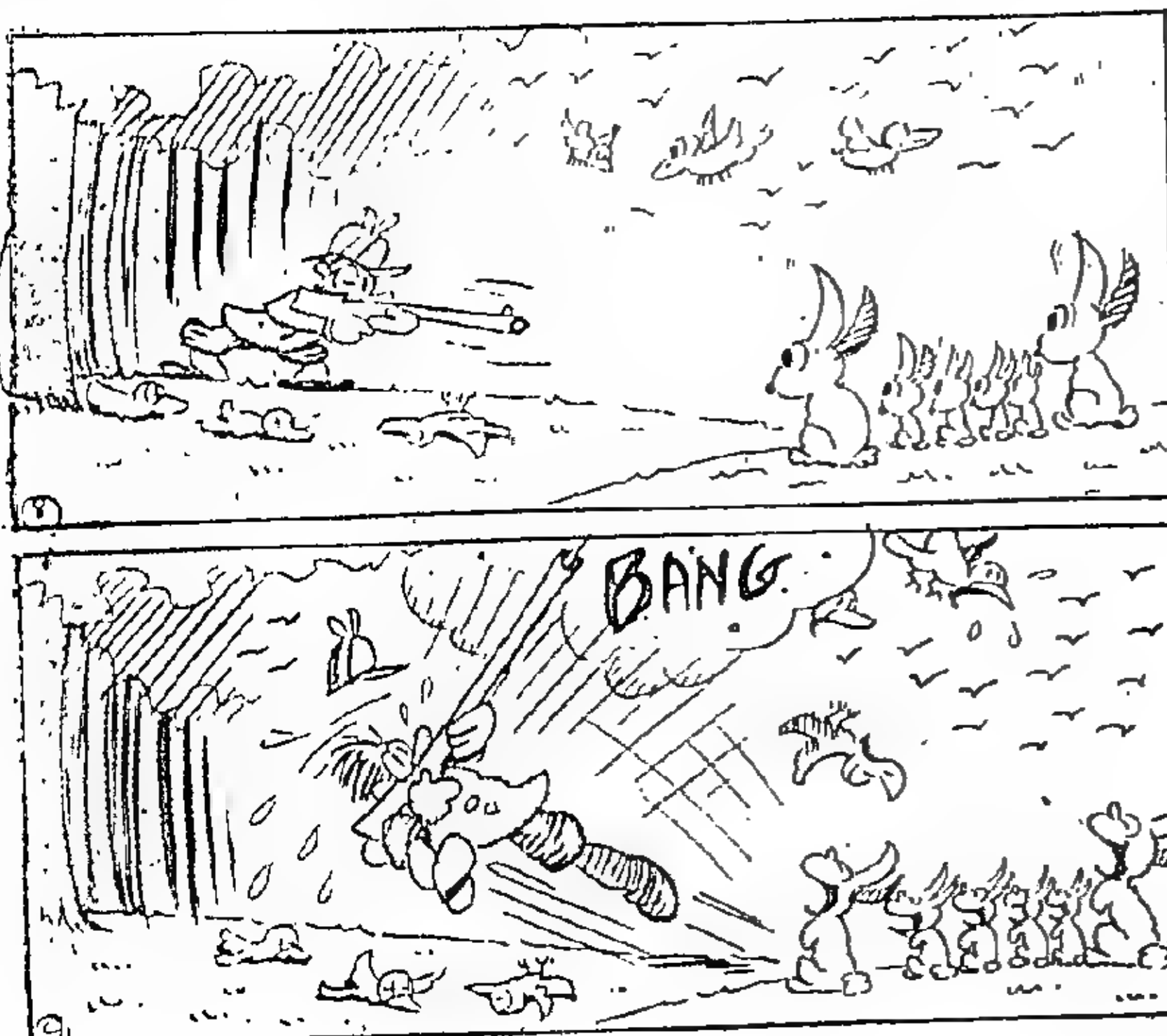
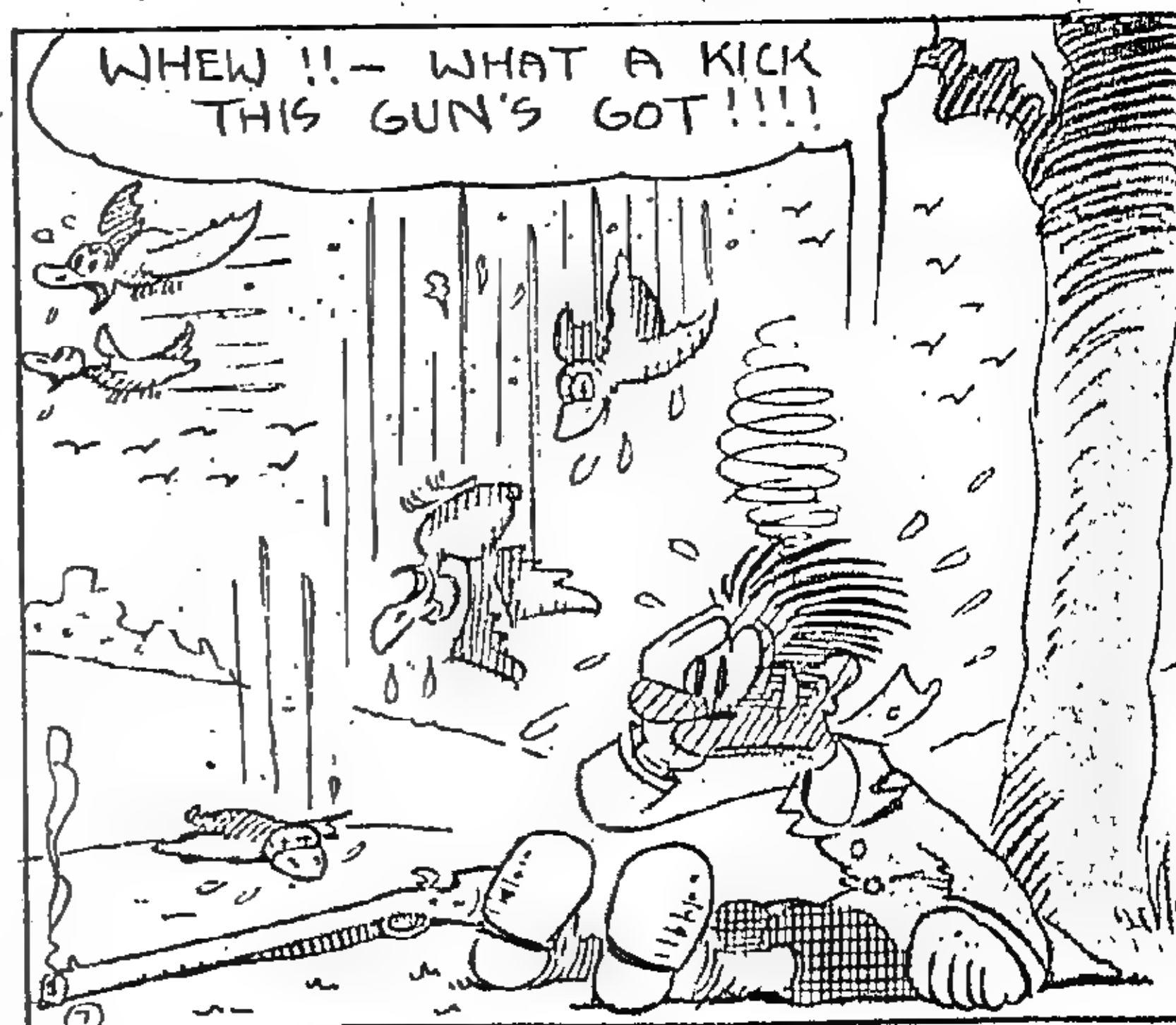
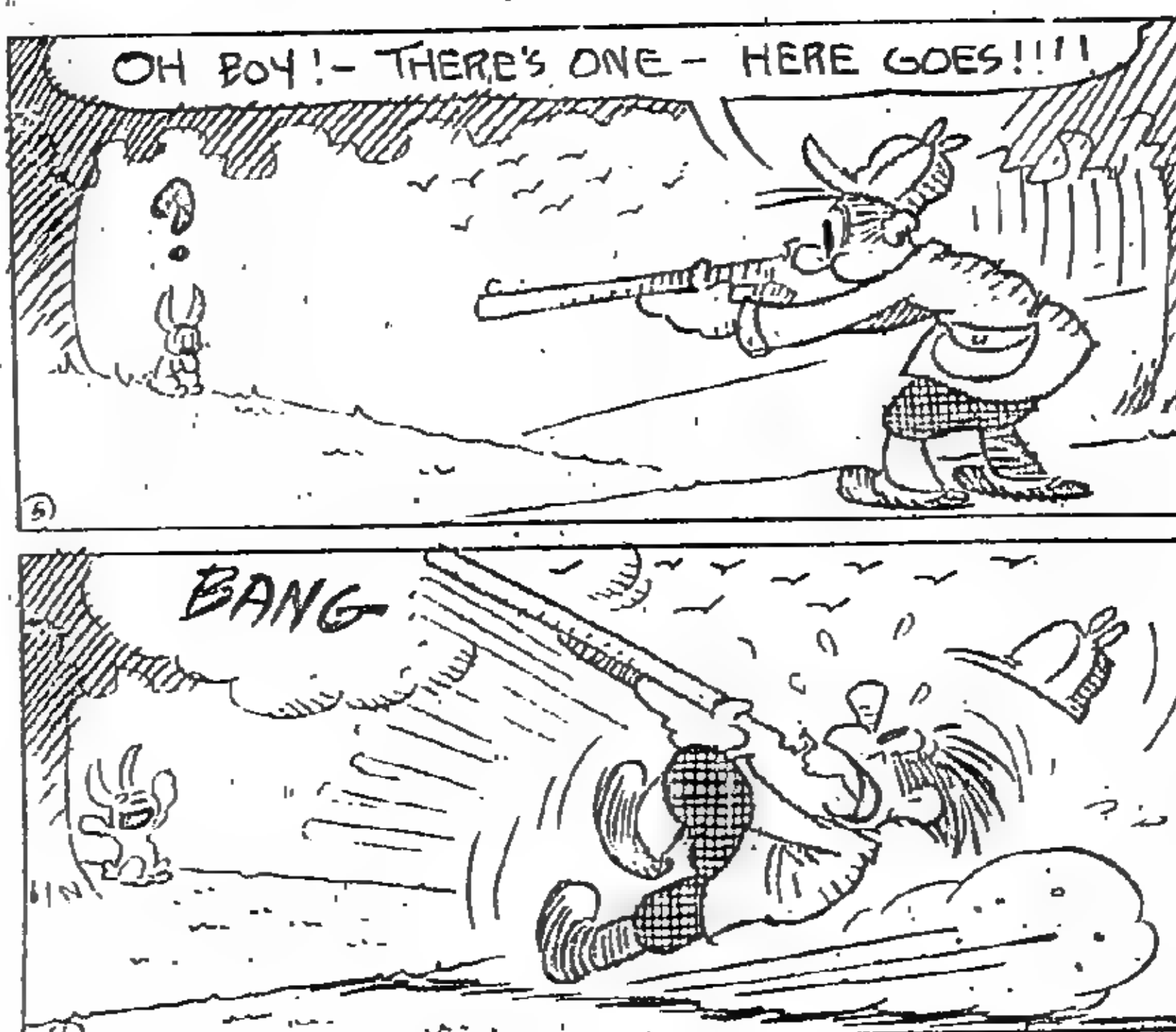
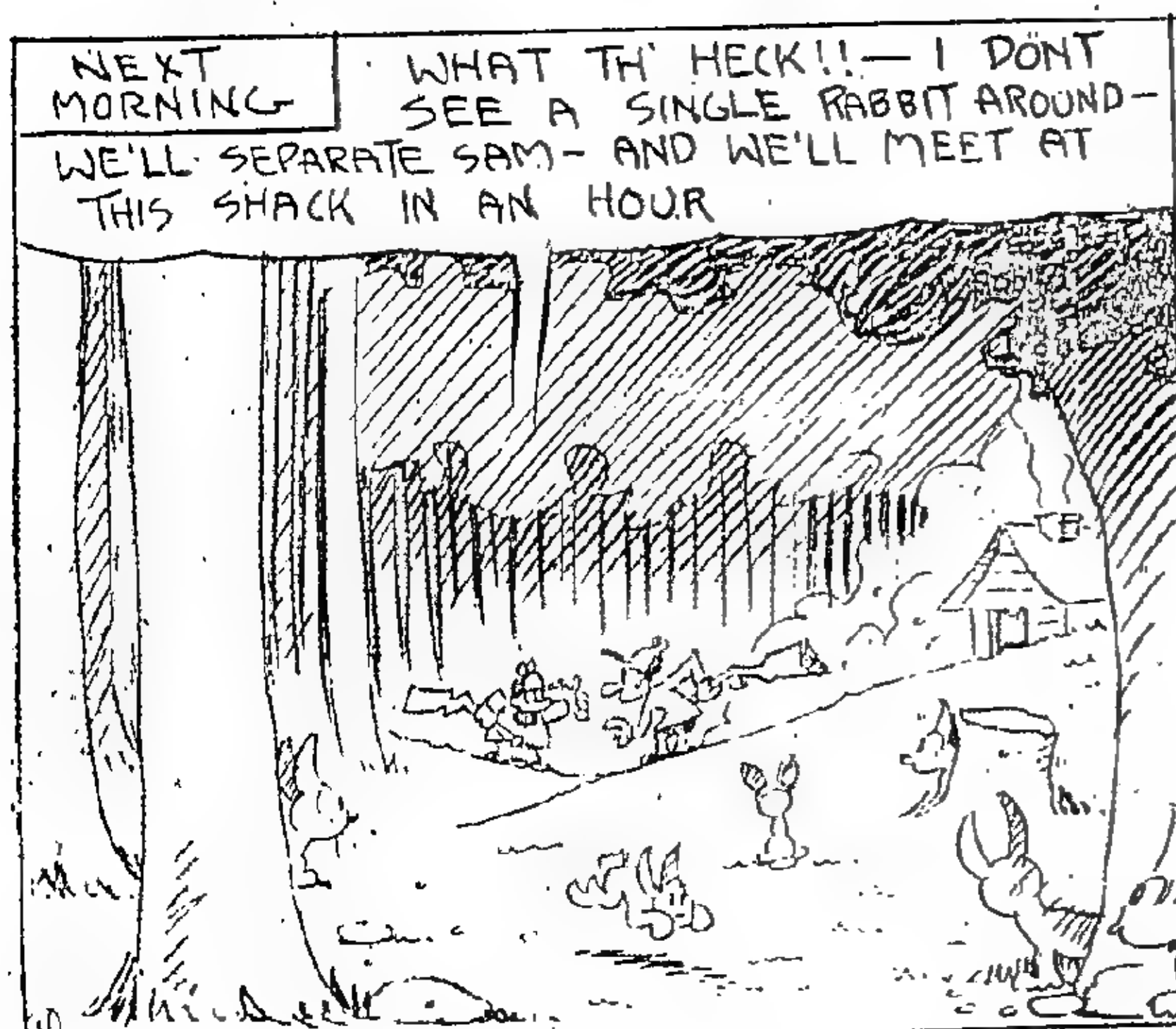
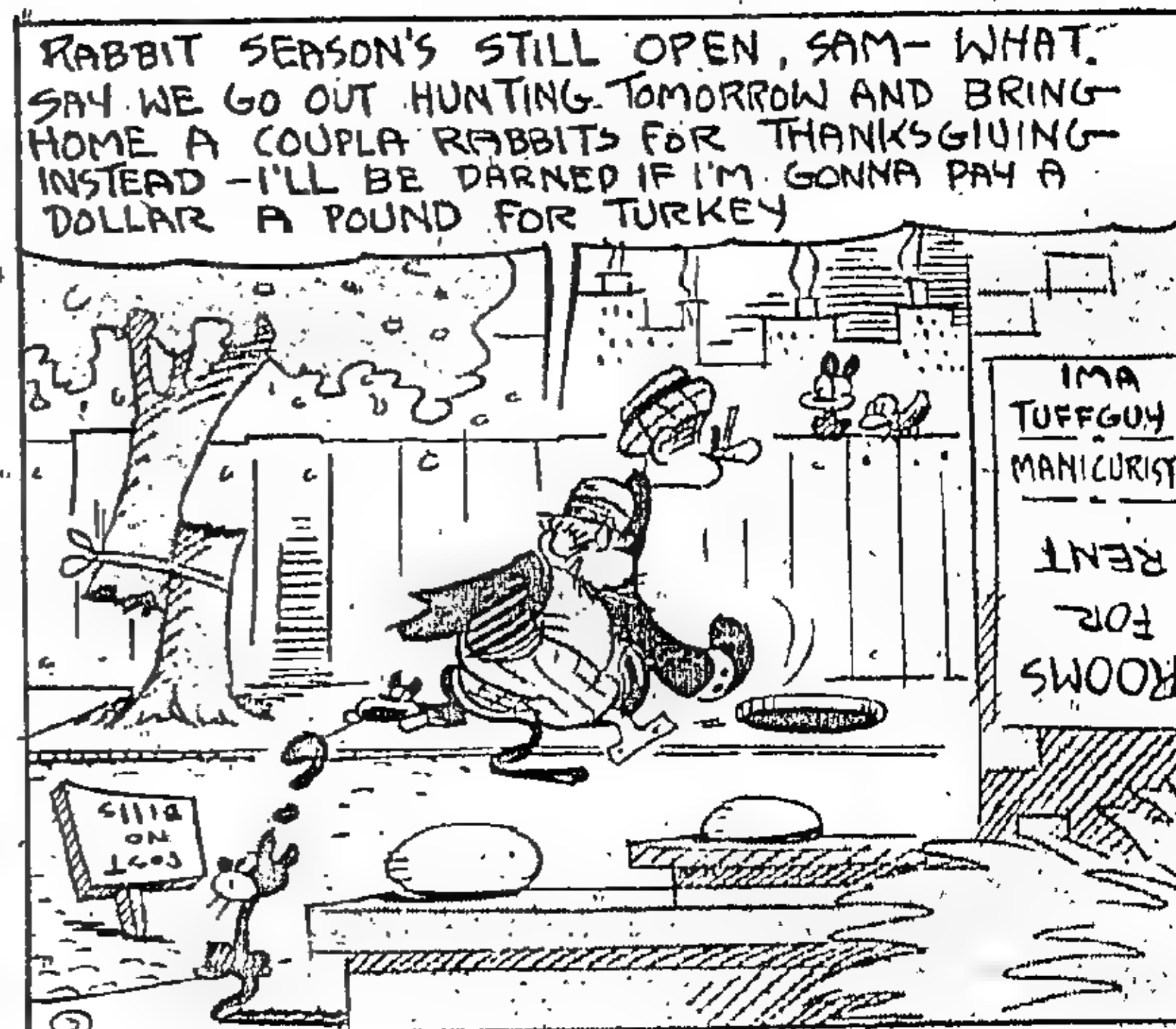
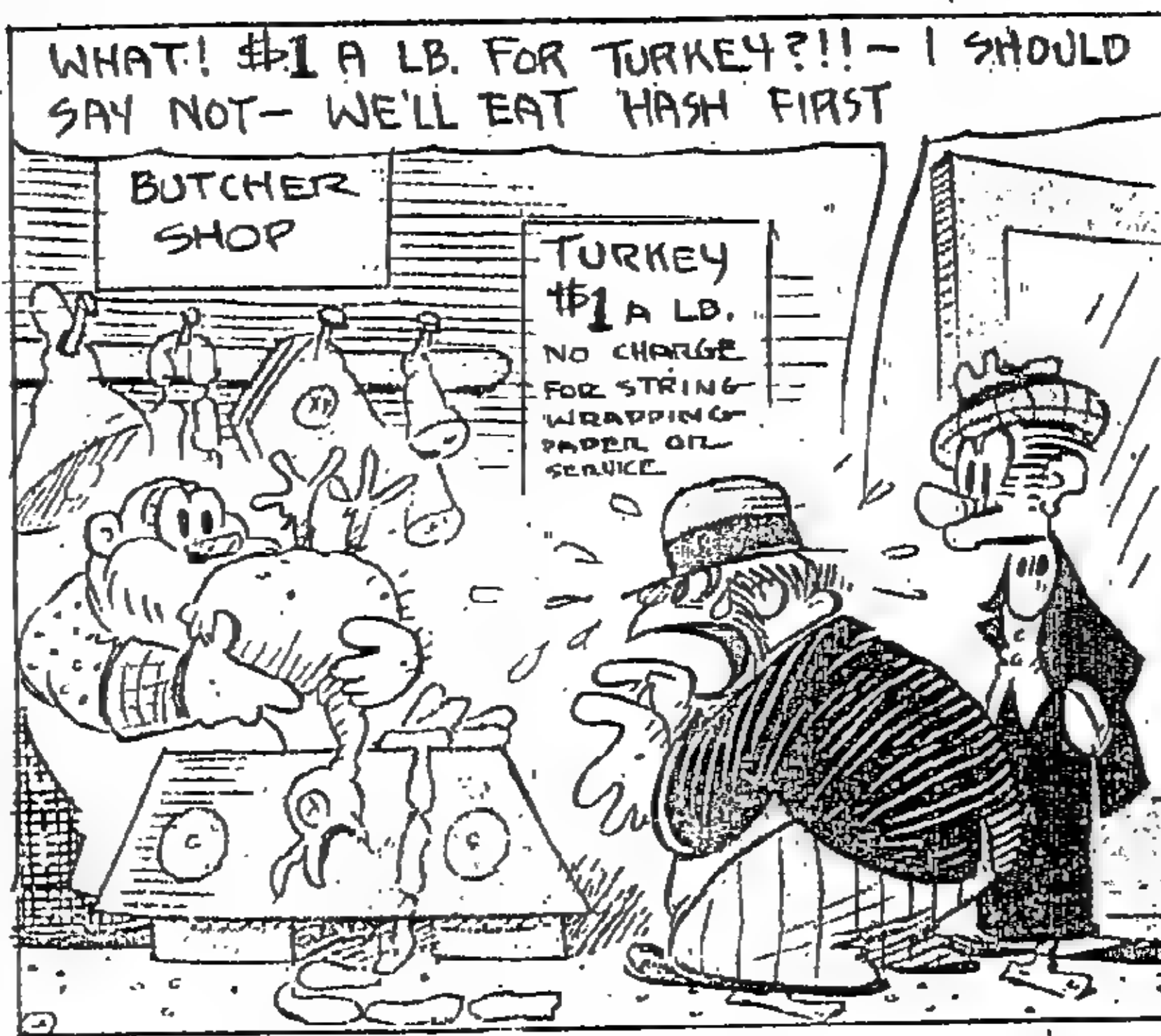
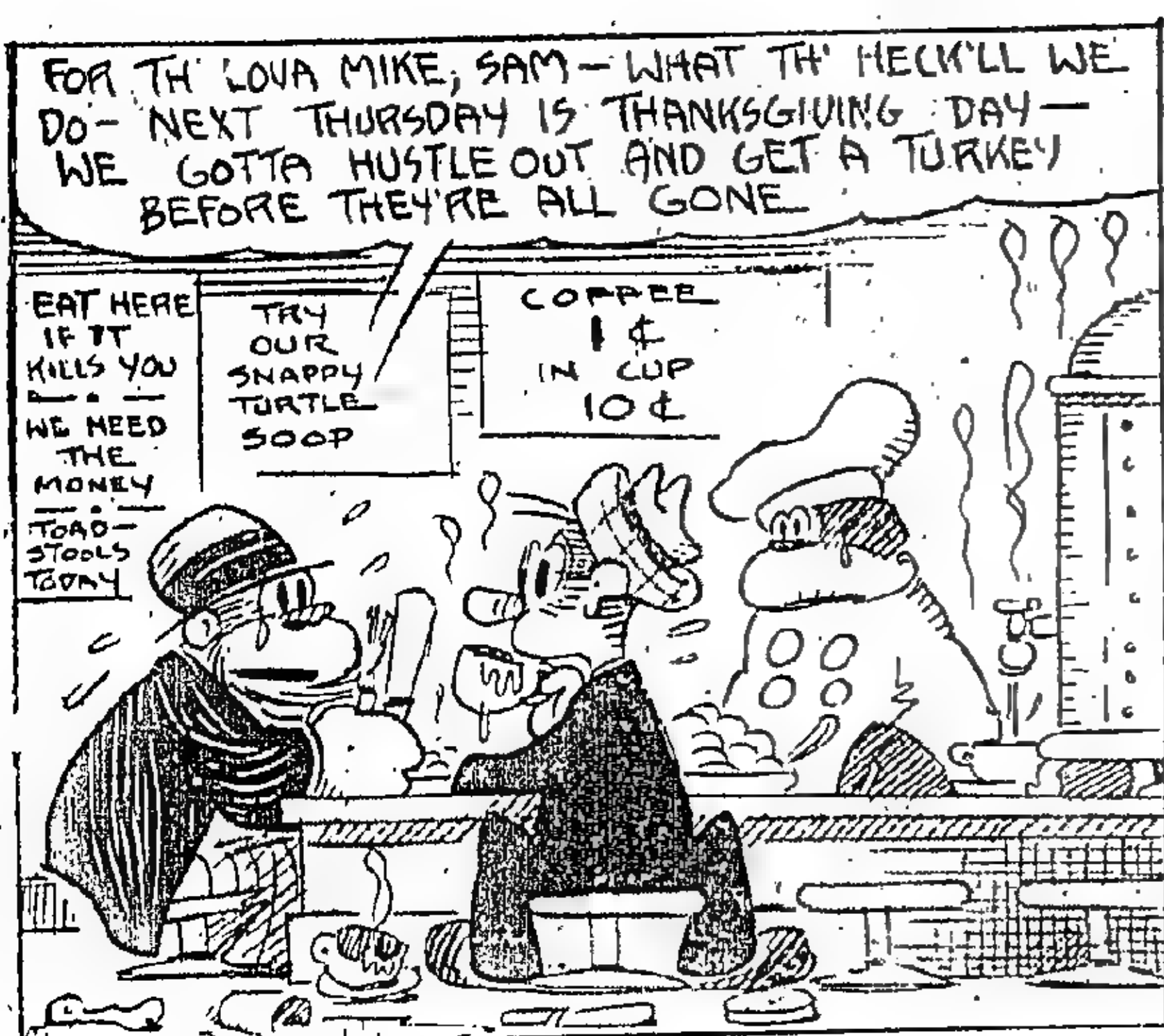
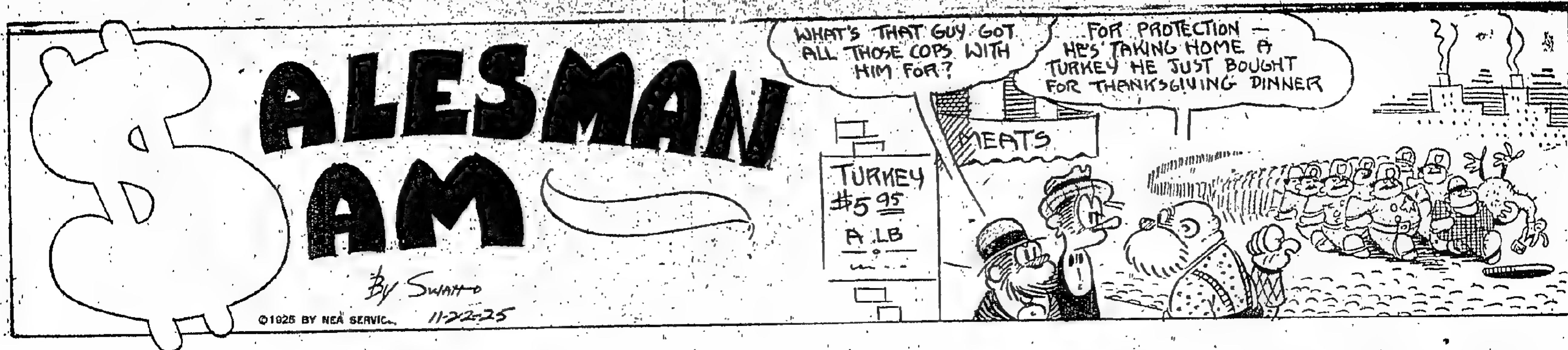
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WHITEAWAY'S FOR STANDARD VALUES

SINGAPORE LETTER.

Record Floods—Affluence and Crime—Milk Question—The Conus Collision.

(Our Own Correspondent.)

Singapore, Dec. 5.

The continued heavy rains up-country have resulted in record floods. Kuala Lumpur, Ipoh, and Seremban have been inundated to such an extent that business has been practically at a standstill for several days, and the damage to rubber properties, though not yet accurately known, is bound to be extensive in the coastal and low-lying districts. The first rubber report to make any definite reference to the matter states:—"We understand that hundreds of acres of rubber have been washed away completely, and thousands of acres have been damaged. Many estates have not been able to obtain their normal yields of latex this month. It seems inevitable that shipments will be delayed, and if this wet weather continues much longer, Malaya's full exportable quota will not be available this quarter. Native vegetable and fruit growers have been especially hard-hit, and there is likely to be a shortage of their products on the markets all-upcountry for a long time to come. The F. M. S. capital was flooded on three separate days, and five feet of water cut off the staffs of Government and commercial offices in the business area from the scene of their labours. The one and only newspaper between Singapore and Ipoh failed to appear on two days, but gallantly brought out a 'special flood edition' of one page on the third day. The most serious accident in the history of the F. M. S. railways occurred when the engine of the night mail train crashed down a sixty-foot embankment north of Kuala Lumpur, and the driver was injured and his apprentice killed.

The restriction of output by Mother Nature's tears at a time when rubber is well over four shillings a pound is not being enjoyed by estate managers, and the experience is producing just as many grumbles from our 'rubber farmers' as the artificial scheme does from F. M. S. and Co.

The Fear of Floods.

Tropical downpours are such that we cannot hope to avoid temporary flooding in this country, but it is by no means certain that we have taken such precautions as are possible. Only a small part of the country is not above sea-level, and the success experienced in the drainage of swamps in anti-malarial work shows what could be done to dispose of the surplus water. Probably the choked state of the rivers is partially responsible; the upper reaches of many of the rivers run through jungle country and are not navigable except by canoes, and in consequence they are neglected. Our experience in Singapore last New Year was an unpleasant reminder that we are not immune from the flood danger. It happened that a night of torrential rain coincided with a rising tide, so that the water was unable to escape into the sea, and Venetian conditions prevailed in large areas of the city for days afterwards. The police were using sampans five miles inland to rescue the marooned inhabitants, and residents had to use the utmost ingenuity in getting from the suburbs to the town, following the hills and ridges in the manner of their primeval ancestors. Since then nothing has been done to remedy the demonstrated defects in our drainage system, and if the same unhappy coincidence occurs during the present rainy season the police will presumably have to take to sampans again. It may be, however, that nothing can be done, for most of Singapore lies at sea-level, and the consequences of tidal wave here would be too terrible even to think about.

More Money—Less Crime.

It is only about eighteen months ago since one of our newspapers was running a regular feature entitled Crimes of Violence, under which were grouped the detectable gleanings of its police-court reporter day by day. At that time we were having a murder a day, and stabblings, gang robberies, and secret society activities of all sorts galore. The power of the Chinese societies had grown to such an extent that it was stated, and commonly believed, that no prominent Chinese merchant in Singapore escaped the payment of protection money to them. Whether or not that

was an exaggeration, it is certain that the Sin Ghee Hin and the Sin Kongsi established a most effective reign of terror in Chinatown, and it was not until the Chinese merchants, enlisted the aid of the Press, and started a violent journalistic rampage, that the authorities woke up to the realities of the situation. Incidentally, this seems to be the one and only method of getting things done, however much our local "heaven-born" affect to despise the Press. Anyway, the secret societies, though not by any means broken up, were got under control, partly by the adoption of legislation similar to that passed in Hongkong for dealing with violent crime, and partly by ruthless use of the power of banishment. This has proved by far the most effective weapon the local police possess for coping with the lawless elements that drift down from South China; hundreds have been sent back this year and the sentence of penal servitude for life—in effect three or four years—which is the penalty for return probably keeps most of them in the land of their origin. In marked contrast to those troublous days, the Singapore police are now enjoying a comparatively easy time. There are still plenty of guns in local underworld—far too many—but the "bad hats" who have escaped the sweeping of the banishment net are now earning their living by lawful means on mires and estates in the F.M.S.

Pure Milk From Powder.

The Straits Times was muled of heavy damages some time ago in a legal tussle with the cold storage company over an allegation of profiteering, and it naturally welcomes a chance to get a bit of its own back. Government provided a chance this week by proposing to amend the existing law with regard to the import of milk. It appears that the import of skim milk is forbidden, and the cold storage company has a brand of skim milk powder which, with the addition of a certain quantity of butter and water, can be reconstituted into milk of high quality. It is now proposed to allow the importation of this powder under a special licence from the Colonial Secretary. Says the editor emphatically:—"We hold that to stamp as pure milk a compound of skimmed milk powder, Singapore water, and a pat of butter, and to sell that compound as milk while the definition of milk still remains 'normal, clean, and fresh secretion obtained by completely emptying the udder of the healthy cow' is a violation of law and common-sense." Whatever the merits of the argument, it is obvious that this milk should be sold clearly and unmistakably for what it is; advertisements tell us of milk "from the heart of the famous New Zealand pastures," and even if this milk loses nothing by the process to which it is subjected, (and that is apparently beyond question) John Citizen is entitled to know what he is buying.

Two Captains Punished.

The suspension for nine months and three months respectively of the certificates of the masters of the Marella and Conus, whose vessels collided in the outer roads here some weeks ago, was severe punishment, but the Marine Court of Enquiry had to take stern action, in view of the fact that Captain Mortimer admittedly infringed the regulations for crossing ships, and Captain Lane failed to stand by after the accident. Had the Conus stood by she would have escaped without blame, but she steamed away, in spite of the fact that the Marella was listing so alarmingly that other witnesses of the collision thought she was going to turn over, and her passengers were taking to the boats. It is true that the Conus offered help, and this was not accepted; also, that the Marella appeared to have all the assistance that she required, but Captain Lane nevertheless failed to justify his action in the Court of Enquiry. General sympathy is felt for both captains, but especially for Captain Mortimer, who has always been very popular here. It is a tragic commentary on the risk of a seafaring career that this officer, after bringing the Marella safely up from Australia and back again some seventy times, should make this mistake in broad daylight and within sight of Singapore.

Among the passengers who left by the s.s. President Jackson yesterday were Mrs. N. L. Smith, Mr. and Mrs. H. O. Odell, Mr. A. S. Gubbay, Mr. Montioth Webb, and Father R. A. Lane.

P. AND O. PROFIT SHARING.

DETAILS OF THE SCHEME.

The Peninsular and Oriental steamship company has instituted a new form of profit sharing for the benefit of its employees. The workers of the British India Steam Navigation Company will also be eligible to participate. The scheme differs from other profit sharing experiments in that shares are not given to employees. It is left to them to invest their own earnings at an advantageous rate of interest, which increases in proportion to the annual dividend. It is thus deemed to be a direct incentive to personal thrift and an encouragement to all employees to do their utmost to assist in the economic efficiency of the Company's working. Any employee ashore or afloat can deposit with the Company a minimum of ten pounds at a minimum rate of interest of five per cent. per annum. This five per cent. will be increased by an additional two per cent. when the dividend paid by the Peninsular and Oriental Company on its deferred stock is five per cent. per annum or over, or by an additional two and one-half per cent. when the dividend is ten per cent. or over. As the dividend on the Company's deferred stock has been maintained for a number of years at or above ten per cent. the depositors have a reasonable prospect of receiving seven and one-half per cent. on their deposits.

PRISON REFORM.

"BROAD ARROW" ABOLISHED.

Sir William Joynton-Hicks, the Home Secretary made the announcement on Nov. 13th that the broad arrow, with which the clothes of convicts are marked, is to be abolished as soon as the present stock of clothing is worked off. This is only the latest of many prison reforms which have been made in recent years. "It is apparently clear that you are so constituted that you cannot lead an honest life," said Sir Herbert Nield K.C., at the Middlesex Sessions, in sentencing Grace Brammer, aged 32, a nurse, to three years' penal servitude on charges of theft. She admitted seven other complaints against her. Records showed that there were thirty-one convictions against the accused since 1915. Sir Herbert Nield said it might be that she was mentally unbalanced, and if that was so the authorities would make the necessary transference.

Santa Claus' Phone Number is 4567.

THIS YEAR.



RING HIM UP.

AND TELL HIM WHAT YOU'D LIKE.

Rocking Horses	\$35.00	Toys Tricycles	\$12.50
Toy Motor Car	80 cts.	Dolls Prams	\$10.00
Tigger Toys	\$ 1.75	Boxing Gloves	\$11.00 set
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Rag Dolls	40 cts.	Soldiers	\$ 1.00 box
Mech. Lions	\$35.00	Trains from	\$ 1.00
Bonzos from	\$ 1.75	Scooters	\$ 3.75
See Saws	\$45.00	A. B. C. Blocks	\$ 1.50

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We are now in a position to supply the above direct to consumers and shall be pleased to do so in quantities upwards of 1 Cwt and 1 Gallon respectively.

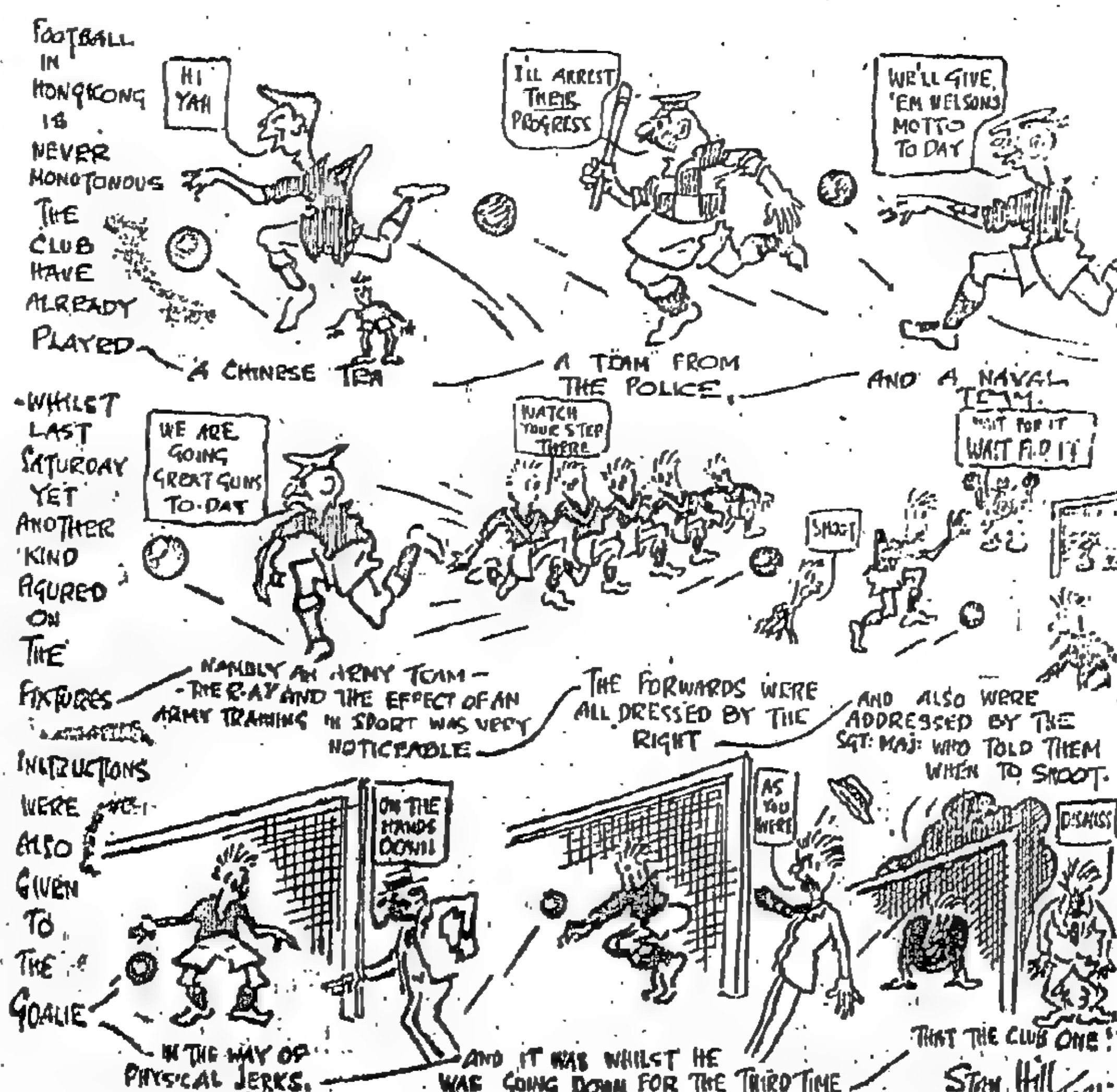
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(By Stan. Hill)



CLUB v. ROYAL ARTILLERY.

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We have received a large assortment of NEW WINTER GOODS which are now offered at very REASONABLE PRICES.

SHIRTS & PYJAMAS
VIVELLA and JAEGER WOOL,
Shirts \$9.75 Pyjamas \$12.50
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Shirts \$4.75 Pyjamas \$6.00

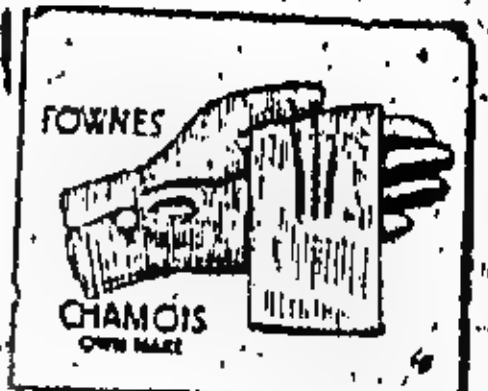


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GREY, BROWN, NATURAL AND
CHAMOIS \$3.50
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Natural and White Wool Stocked in
VESTS from \$4.75 DRAWERS \$5.50 &
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in Light, Medium and Heavy Weights.

WAISTCOATS ... from \$10.50
SWEATERS ... \$10.50
DRESSING COWNS ... \$21.50
BATH GOWNS ... \$ 8.75
WOOL SOCKS ... \$ 1.50
OVERCOATS ... \$45.00



Ask to see the
NEW SPORTS MOFFLER
at \$7.50



SCARF
in white and many colors
from \$7.50 to \$21.00

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Morning and Afternoon Teas. Good Assortment
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Wedding and Christening Cakes to order.
Only the best food and wines served.

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TEL. C. 4411.

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will be held on SATURDAY 19th DECEMBER

Dancing 4.30 p.m. to 6.30 p.m.

The Hongkong & Shanghai Hotels Ltd.

Daddy tells a Christmas Ghost Story



RAW FUEL.
Coal has to be carried from collier to town.
Ashes have to be carried away and grates cleaned.

ELECTRIC HEAT.
At a touch of a switch the fire appears and attains full heat in a few minutes.
All the dirty work of handling coal is done for you at the electric generating station.
Move With The Times and Adopt Electric Heating.

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Show Room, 62, Nathan Rd., Kowloon. Phone K. 677

GREAT WINTER SALE

Commencing Saturday

October 31st

BIG BARGAINS

IN

EVERY DEPARTMENT

Yee Sang Fat Co.

TO-DAY'S HEALTH TALK.

LACK OF FOOD AIDS DISEASE.

BY DR. HUGH S. CUMMING.

In very early times it was observed that tuberculosis was more apt to occur at certain ages and under certain conditions of living. Hippocrates, the father of medicine, noted that it was most frequent between the ages of eighteen and thirty-five. It is common knowledge now among physicians that any cause which weakens the individual lessens his resistance and predisposes to tuberculosis. A powerful physique is not necessarily a safeguard.

There is a growing conviction that infection in tuberculosis usually occurs in childhood.

The younger the child and the more intimate the contact and the more prolonged the exposure the greater is the danger. It is estimated that about 10 per cent. of all deaths among children under fifteen years of age are due to tuberculosis in some form.

The relation of early infection to tuberculosis in later life is important. It is believed that most people are infected before the age of sixteen.

Between the ages of twenty and forty about one-third of all deaths are due to tuberculosis.

It is more frequent among the poor because they cannot avoid fatigue nor nurse minor ailments nor escape other diseases which predispose to infection. Nor can they house and feed themselves in a manner to strengthen their resistance to the germ.

The poverty stricken worker, the struggling student, the religious recluse, the roue, the dissolute spendthrift, the miser, the ascetic, the chronically tired business man, and the over amused society girl, are predisposed to tuberculosis through unwise or unworthy exhaustion of physical resources.

LACK OF PROPER FOOD BEALED.

The first predisposing cause of tuberculosis is lack of proper food. In the average home too little time is given to the study of children's diet during the first ten years of child life and even when food is properly prepared for children it must not be forgotten that it often takes time and patience to induce a playful, active child to eat proper things in sufficient quantity and at the proper time.

The capitalist who hastily consumes a scanty breakfast of toast and coffee, works busily all day in his office with only a hasty lunch at noon, is not well fed even though he consumes a full meal in the evening and has a little lunch after the theatre and may have taken in the course of the day a greater quantity of food than he actually needs.

The child who refused at table wholesome articles of food such as bread and butter, vegetables and meat, cannot maintain a satisfactory degree of nourishment.

A lack of knowledge of food values is very common, especially in cities where the products of the delicatessen shop attracting the eye and the palate, tempt the housewife of moderate circumstances to give delicatessen shop products precedence over wholesome soups, vegetables, roasts and stews from the home kitchen.

FOOD VALUES.

VITAL QUESTIONS FOR BRIDES.

Young men of to-day are being urged by an American writer to find out if she knows what calories are before popping the matrimonial question. Determine whether she is wise to the elements of a balanced diet and never mind her prowess as a chef.

The old fashioned theory that a good cook makes a model wife is hogwash. In a thorough knowledge of food values lies the secret of matrimonial happiness.

"Good nutrition," says Miss Meta Given, food expert doing research work at the University of Chicago, "is a larger factor in health, happiness and efficiency than has been heretofore realized. It doesn't mean anything to be able to mix a tempting dish unless it has the proper nutritive value. Women who know foods are the best wives."

"A few questions before the minister asks 'Do you take this woman?' would save a thousand re-cremations later. It is as important for the man to find out whether the girl he marries knows her business as it is for the girl to know whether the man is financially able

CANCER CURE?

STUDYING EFFECT ON PLANTS.

Dr. Charles H. Mayo, world-famous surgeon of Rochester, Minn., recently reiterated his statement made before a meeting of the Philadelphia Forum last year that great advances could be expected within the next two years in the cure and possible prevention of cancer. He was commenting on a paper read by Dr. Robert C. Coffey, of Portland, Ore., at a meeting of the Clinical Congress of the American College of Surgeons in the ballroom of the Bellevue-Stratford.

Dr. Coffey said that, in his opinion, cancer was not self-immunizing, and the certain discovery of a cancer parasite would not materially change the treatment of disease. Any serum that might be developed, he said, would have to be produced along entirely different lines than that of any other now existing. Great progress is now being made in the treatment of what were formerly considered hopeless cases, he declared, but the progress was being made along surgical lines rather than medical.

In the discussion of the paper Dr. John B. Deaver, of this city, spoke of the importance of catching cancer at its inception, and told the surgeons to be "up on their toes" ready to retard its progress.

In speaking of the outlook for the eventual cure of cancer, Dr. Mayo mentioned the work of Dr. Irwin Smith, in the Government conservatory in Washington, where he is taking thousands of plants and literally killing them by cancer by first inoculating them and then predicting to a certainty in what part of the plant a cancer will develop and how long it will be before it appears. From the vegetable kingdom, Dr. Mayo expressed the hope that the animal kingdom would be but a step and that by studying the working of the disease in plants a cure or preventive might be discovered applicable to man.

Several methods of curing the dread disease are now being tried, he said, but it will take several years for sufficient reports to come in from members of the profession, on which conclusion can be based.

QUEEN'S ADVICE.

DON'T MISUSE BEAUTY.

Modern woman, her strength and her weaknesses, are dealt with by Marie, Queen of Roumania, who facing fifty, has just written her personal experiences, as a queen and as a woman. Queens have left names in history, she says, by not trying to be men.

"My opinion, confirmed by personal experience," she writes, in October Hearst's International-Cosmopolitan, "is that a woman can be a tremendous power just by being a woman, as long as she uses that power in the right way, fairly, conscientiously and without trying to overreach. This I have learned by living—by suffering too—but that naturally goes hand in hand with the living."

"I hate to think of women misusing their beauty for purely selfish ends and by that to a certain degree degrading a blessing they ought to be immensely grateful for. Beauty is of course the surest key to every door—I have spoken about this before—but nowadays, thank God, there is more scope for woman; life is opening before her, she is working up to the top and she is beginning to have elbow-room."

"She ought never to allow man to forget or to overlook that she is a woman, or three-quarters of her power goes from her. If she accustoms man to elbow her and push her aside because she is trying to live his life, she will be defeated. On his ground he will always be strongest, whilst on her own she will remain supreme."

With exceeding frankness for a ruling queen, Queen Marie writes freely in the magazine of other queens and gives her impressions of women, both past and present.

to support her. A few questions and the matter would be definitely settled. What kind of foods contain proteins, carbohydrates, fats? Why is evaporated milk twice as rich as ordinary cow's milk and why do the fat globules in evaporated milk remain in homogenous suspension? Are bulky menus advisable? Are eggs and nuts good substitutes for meat?

"Hear her answer a few questions like these before you ask for a life term."

BRITAIN'S TAXES.

PROBABLY HIGHER NEXT YEAR.

The burdens of the British taxpayers, which have greatly reduced the standard of living among the middle class, will not be alleviated and very possibly will be increased in the next British budget, which will be presented to Parliament next spring, according to a hint that Winston Churchill, Chancellor of the Exchequer, gave in a speech recently at Colchester.

Mr. Churchill's first budget, introduced last spring, was spectacular in the extreme and well belittled the eccentricities of its author, says an American commentator, but even this early it has been found that the budget has not been balanced, that the savings hoped for have not materialized, and that vote-getting expenditures have increased beyond expectations.

The British taxpayer, who is the most heavily burdened individual in the world, has paid his income tax without much grumbling, and the only conclusion that can be reached from Mr. Churchill's latest suggestion is that once the Government gets into a tight place financially, it can call upon the general public for further sacrifices to cover up its monetary mistakes.

Mr. Churchill's subject was "The Public Purse," and at the outset he maintained that England was not growing richer with the same stride she enjoyed before the World War, but that she was not growing poorer.

But he failed to bring forward any evidence to substantiate that statement and to combat frequent recent statements of economists and business men to the effect that England industrially is losing ground.

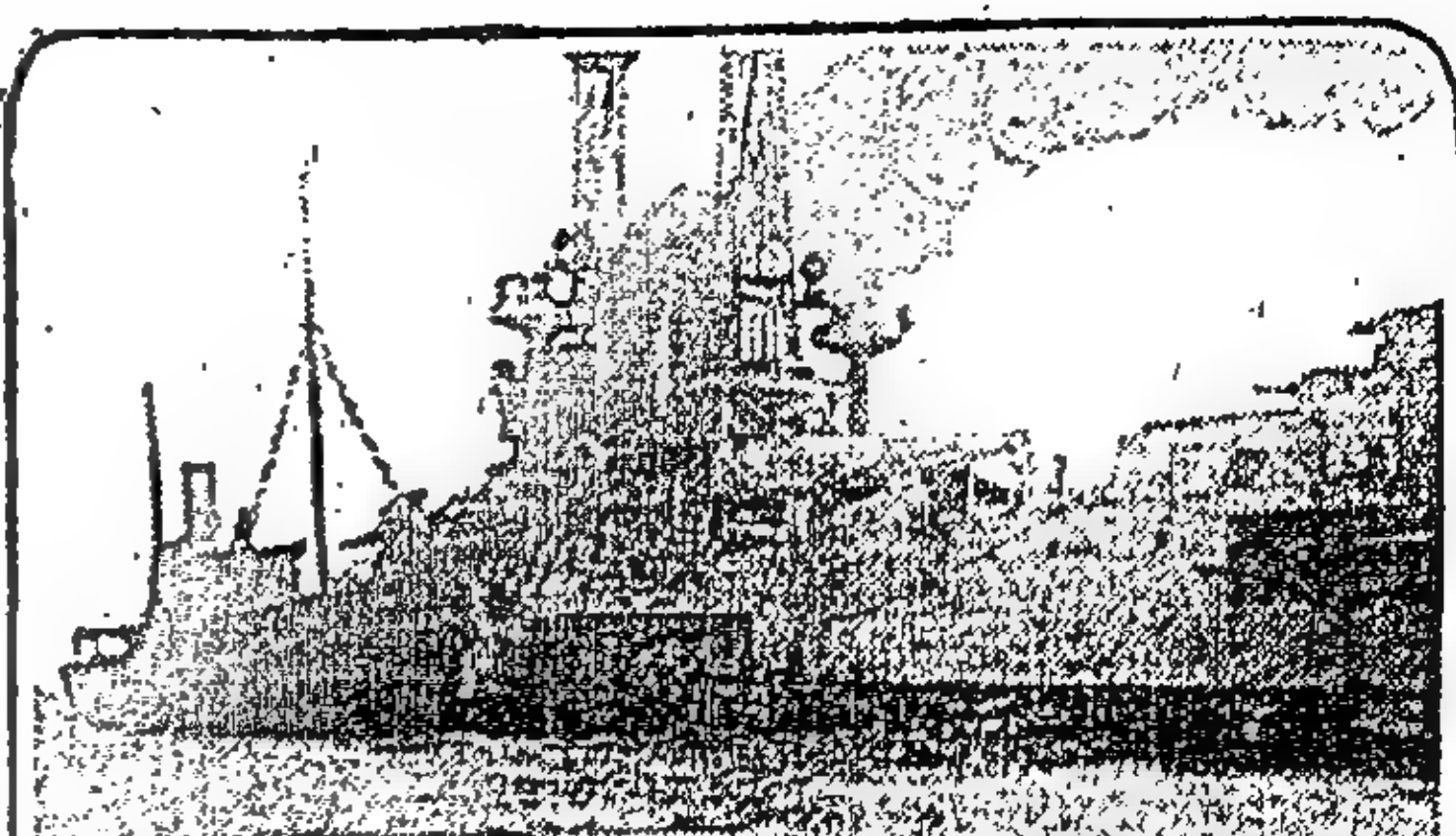
He very correctly stated that he had been thoroughly criticized for his last budget, in which he reduced the income tax slightly, but added duties that makes it more difficult than ever to live in England. Then he hinted that the middle-class taxpayer, who is footing England's bills nowadays, could expect no respite from his heavy income tax as a result of the next budget and, even more, he stated that it might be his duty to reimpose heavier taxation.

WAR IN THE NORTH.

JAPANESE TROOP MOVEMENTS.

Tokyo, Dec. 11.—Press reports stating that troop transports are collecting at Kurume, are unconfirmed but are not denied, by the War Office. It is understood, however, that preparations are being made to despatch reinforcements to Manchuria, if necessary.—Reuter.

AMERICA'S OIL PIPE LINE SYSTEM.



FILLING U.S. BATTLESHIP WITH OIL. PUMP IN HAVANA HARBOR.

Systems owned by the great oil companies.

"Oil products have a thousand important uses in warfare. Oil is fuel, power, medicine, germicide, smoke screen, high explosive, gas. Without it man can't fly in the air or run submarines. Oil-driven war ships have greater speed and radius than coal burners. Oil won the great war and will win other wars. It is a force beyond comparison."

Completion of a pipe line more than 700 miles long, costing \$22,000,000 recently built by the Sinclair organization finally connected the great Wyoming oil fields with the central pipe line system.

"Comparatively few persons realize that a barrel of oil, entering this great system, which reaches probably 200,000 miles, can be run entirely through pipe lines to a half dozen points on the Gulf of Mexico, as many of the Atlantic coast as well as to the Great Lakes and hundreds of refineries between."

KOWLOON UNION CHURCH.

THE ANNUAL MEETING.

At the conclusion of the annual meeting of the Kowloon Union Church, which was held last night, the Rev. J. Kirk Macdonald, Minister of the Union Church of Hong Kong, presented the Church with a Bible which had been purchased at Home during his recent holiday.

The Rev. J. Horace Johnston, B.A., presided, and there was a large attendance of members of the congregation.

The Hon. Secretary, Mr. D. J. Purves presented the report for the year and the financial statement, showing a balance of \$731.74. These were approved.

The Annual Report.

The report was as follows: During the year the work has been of a high standard and it is easy to see by the large number of persons attending the services that a great advance has been made since 1924.

Dealing first of all with the Church and grounds, we would call your attention to the numerous improvements which have been effected without and within. The trellis fence now covered with creepers, the outside notice-boards, the plants and shrubs are at least a commendation in the direction of improving the outward appearance. The Trustees have added at the back of the building a couple of lavatories at your Committee's request. But the most notable additions are in the way of interior furnishings, the cupboard and notice board in the porch, the umbrella stand, the screen and hat rack by the door and, most important of all, the handsome paneling behind the pulpit, with the two hymn-boards to match. The property has been kept under constant supervision by a member of the committee specially appointed for that purpose.

The electric fans have never given entire satisfaction and your committee hope to have some improvement made in this direction in the near future.

The Services of Praise.

The organ has required and received continual attention. It has proved sufficient for our present needs. The loss of Mrs. Grog, as organist, left us in difficulty for some considerable time. Thanks are due to many persons who rendered temporary help. At last Mr. Andrews accepted the post and for three months has filled it faithfully.

At the beginning of our Church year the choir enjoyed the enthusiastic and able leadership of Captain Davies and kept well together. They brightened the Christmas Services with a number of special carols and were preparing some anthems but unexpectedly lost their leader through his transfer to England. An effort is being made to rally a good choir again with Mr. Fleming as choir-master.

Social Events.

In the New Year the minister gave a delightful party to the

LAWN TENNIS.

MISS HELEN WILLS TO VISIT FRANCE AND ENGLAND.

Berkeley, California, Dec. 11.—Miss Helen Wills is proceeding to France early in January to play in the tournaments at Nice, Cannes and elsewhere on the Riviera, subsequently going to England to play in the Wimbledon championships.—Reuter's American Service.

children connected with the Church and was himself responsible for the outlay. A Social Sub-Committee was appointed in January and a most successful social gathering arranged in March, at which the opportunity was taken of making a presentation to Mrs. Grog. During the summer, weekly bathing picnics were held and were proving very popular when, unfortunately, the outbreak of the strike brought them to an untimely end. One Saturday excursion to Island Bay was carried out before the strike. A second social gathering took place in the Church in November. On this occasion tickets were sold which realized \$60.50 and an auction of cakes \$25.80, making a total of \$86.80 towards a crockery fund, to which there has been added \$49.20, being the balance from the Bathing Picnic account.

Your Committee recommend the holding of some social event every month as they believe that in this way the congregation is helped to keep together.

The Committee would also like to thank the gentlemen who acted in this capacity for their work, which has been much appreciated by them.

Finance.

The aim of your committee has been to establish the finances of the congregation on a sound basis with a view to making the Church self-supporting as soon as possible. Your Committee warmly thank you for the generous way in which you have supported their efforts. The collections have been most liberal. The special thankofferings at the Anniversary of the opening of the Church abundantly made up for the leanness of the months of the strike. The response to the appeal for subscribers has been very satisfactory indeed, and we trust that for the good beginning, which has been made will be followed up heartily and the list greatly enlarged during the coming year.

Our estimates for the year were very correct on the whole and the subsidy of \$100 per month from the Mother Church which was asked for has proved adequate and enables us to submit a statement of accounts showing an increased balance-in-hand of \$731.75.

The Rev. Johnston expressed his gratitude to Miss Goullay, Miss Hyde, Mrs. Nelson, Messrs. D. E. Warren (Organist), Geldert, J. Clelland, Mrs. McKenzie and Mrs. White for their work among the children of the Sunday School, whose numbers had increased from 25 to 45.

Referring to the ceremonies performed at the Church, the Rev. Johnston said that there had been five marriages and eight baptisms. On the communion table there were at present 100 names. Mr. C. Wallace, the treasurer, said that he had the honour of announcing that there was a greater balance at the end of the year than at the beginning.

Election of Officers.

The election of officers for the ensuing year then took place, with the following result: Ladies: Mrs. J. A. Craig, Mrs. D. Davies, Mrs. Dick, Mrs. D. F. Warren, Mrs. D. M. Nelson and Miss Farrell, Gentlemen: Messrs. Arnot, D. Gow, J. Cameron, W. McFarlane, D. F. Warren, E. C. Tregillies, J. Smith and D. J. Purves.

The Rev. Macdonald, prior to the Church, congratulated the congregation on the successful year, and said that if, as he had been told, it was a mistake to establish a Church in Kowloon, he did not think that anybody today would say that they had been ahead of the time. It became more and more evident that a Church of the type of the present building was greatly needed.

Commenting on the accounts, he said that it was very rarely that a Church had a balance in hand. Churches were generally in debt for the first few years.

A short musical programme was then presented, during which tea was served.



Royalty Bonbons

ARE

DELICIOUS

(Obtainable Everywhere.)

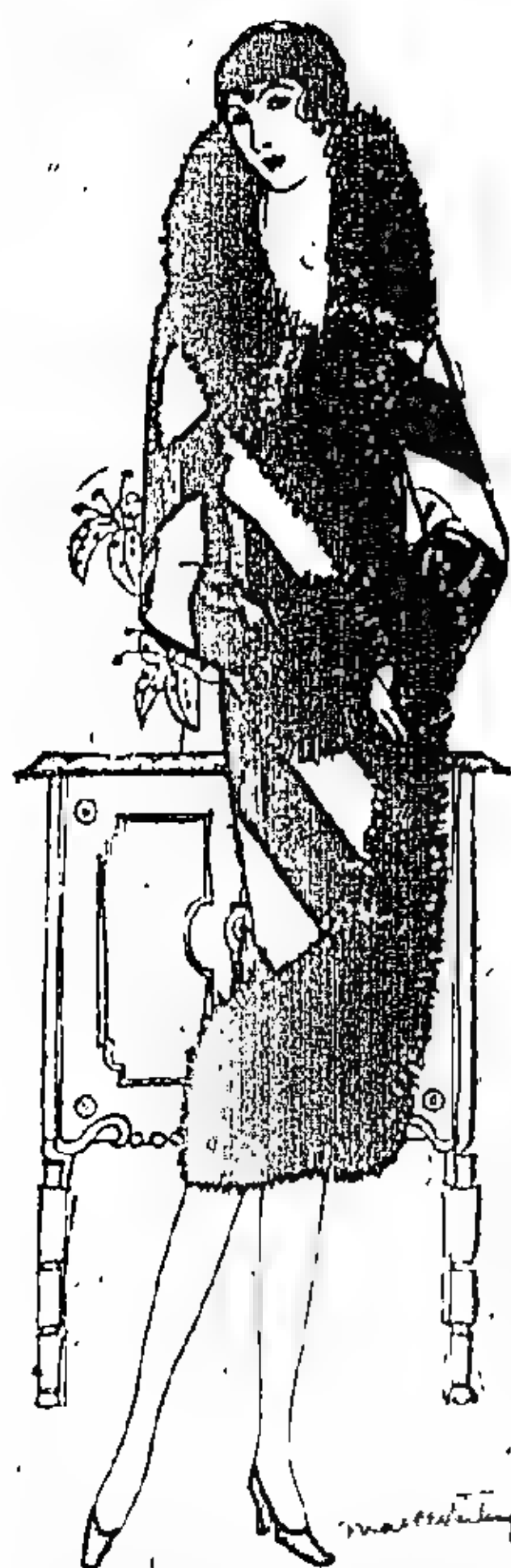
WOMEN'S INTERESTS

Give Them

TO YOUR

FRIENDS

(1 lb. and 1/2 lb. Tins)



This evening gown of bronze and black stripes is metal cloth, gold and black with deep collar, cuffs and hem of finest silk. And it wraps, within its heart a flame in its exotic lining of quilted silk.

GILDED LEATHER.

Gilded and silver leather are as popular as ever. Large circles, triangles, squares, any shapes, in fact, are used for trimming skirts, or as one designer utilises it, to make the waistline of a gown which seems as if it would have to be poured on to the wearer, for it is moulded so tightly.

Kid is the most popular leather. But any kind of leather is smart allied with velvet or crepe de Chine.

WHO CREATES THE FASHION.

"Do the English shops create or follow the fashions?" asked Mr. Justice McCordie, speaking of women's dresses and he seemed surprised to hear that the fashions are created by the Paris model houses, and that all the world follows.

Why do women everywhere submit thus to the dictates of the Parisian designer? Is it a convention to which they have submitted, or is it because the French really have exceptional skill? "They have the creative brains," said the witness in this case; and we believe that there is an overwhelming weight of evidence on his side. In skill of hand, eye for colour, the sense of design—in these the French craftsmen have proved themselves pre-eminent.

But this process of making up is only part of the skilled work which goes to the production of a dress. There is also the making of the material and the dyeing of it, and these can best be carried out when there is close co-operation between manufacturer, dyer and artist-dressmaker. There are none who can make woollen materials as the English can; none who can touch them in the mixtures of wool and artificial silk, or in artificial silk alone. We should like to be sure that our Bradford manufacturers work as harmoniously with the Dyers' Association as the French manufacturers work with the French dyers. Even as it is, French critics have said that if the tastefully made British dresses which were displayed in the British section of the Paris Exhibition had been made of the incomparable materials which were displayed at Wembley, Parisian women would have gone mad to get them. But for some reason this happy combination of effort never took place, and another fine opportunity to show what British manufacturers can do was lost. *Daily Chronicle.*



Two frocks for the coming season which indicate the trend toward gay decoration. The one at the right is of white satin with a wide hem of cloth of gold embroidery; the other, shown at the left and in the centre, is also of white satin but is embroidered with silver threads and beads.

It is interesting to see says a dress designer that the new type of trimming is applied so there is no suggestion of heaviness or overloading. Many of the most gorgeous frocks are simple in line and some of them are quite straight despite the flare that is being introduced so generally in day and street clothes.

Metal embroideries, brocades and tinsels are seen everywhere. Tinsel ribbons are woven into trimmings for the bouffant frocks in pastel shades.

Black and coloured laces, particularly the thread laces, are very fashionable, and so are the light coloured frocks of chiffon or georgette, but usually these have a touch of metal embroidery or beading to relieve the plainness, that was so desirable this year.

Tulle and velvet are seen in combination and alone. Velvet, particularly in high colours, will

be immensely popular a little later on in the season. A noticeable feature of the French collections, he added was the use of flowers cut from metal tissue and applied on frocks, and long necklace-like straps, jewelled or embroidered.

The frocks photographed are typical of the newest French ideas. One is of white satin with wide hem of cloth of gold with gold embroidery. The other is of white satin with embroidery in silver threads and beads, and a large rose uniquely placed at the back instead of the front.

"White satin and white chiffon continue to be immensely popular," but white is no longer so schoolgirlish and simple. It is made decorative and sophisticated by beads, jewels and small designs painted or embroidered over the surface. "This will be a season of colour. The delicate shades of

last winter have deepened into richer and more compelling tones, but for the young girl pastel shades cannot be improved upon. A noticeable trend is the fact that black is creeping back to favour, not so much for day as for evening.

"Black gowns, too, are embroidered and beaded and made to serve as the background for a gorgeous scarf, elaborate girdle, or some brilliant touch of colour or metal effect. Gold and silver are applied on black to give desired richness and contrast.

"Here and there one sees a plain velvet or chiffon frock with the drapery caught at the side that has become something of a classic in evening attire, but it is almost lost in the shuffle.

"Wraps, too, are more colourful and gorgeous than ever before and are jewelled as well as furred.

THE RIGHT WAY WITH PICTURES.

To keep a picture hanging straight, give the cord a single twist before passing the so-formed loop over the picture-hanger.

Screw one of the tiny rubber-topped screws into each bottom corner of the frame of a heavy picture, the edge of which might otherwise mark the wall-paper.

Pictures hung above eye-level should slope forward slightly. Those below, however, are better seen straight against the wall.

Don't hang small pictures by length cords from the picture rail. They look absurd. Very neat hooks fixed to the wall by practically invisible pins are now obtainable for the purpose.

A heavy oil-painting is safest if it depends from two cords, one from each side in a straight line up to a separate hanger on the picture rail. A nail under each bottom corner gives just the slight support needed to take the whole strain off the cords. A frayed cord or wire should be replaced as soon as it is detected.

Always paste brown paper the size of the frame over the back of a newly-framed picture other than an oil-painting. This prevents dust getting into crevices and presently appearing under the glass on the wrong side.

Water-colours look best in gold frames; etchings, engravings and photographs in black. Too wide and heavy frames should be avoided. They eclipse the pictures they should display.

A narrow gold mount belonging to a dark frame should be put under the glass, next the picture.

THE "BOTTOM DRAWER."

We do not nowadays spend hectic months before our wedding day amassing the contents of that mythical receptacle, the "bottom drawer." Engagements in these days last as many weeks as they once did months, or even years. One hardly bothers about a trousseau worthy of the name. Fashions change so quickly, it is scarcely worth while to invest in a wardrobe of any dimensions.

"Undies," too, are such simple little garments—and not made for endurance—that if the bride does not want to purchase these ready-made, little time is wasted between herself and a few willing helpers among her girl friends in running up a supply in triple ninon and lawn.

To-day an engaged girl's "bottom drawer" contains mostly pieces of un-made-up material. Remnants, some yards of this or that pretty stuff given; or purchased on the impulse, to make a frock or a cushion—"some day," rolls of lingerie ribbon; beautiful embroidery, or exquisite real lace, discovered among her treasures by grandmother or aunt; so that, whatever the mode of the moment, the bride has a supply to draw upon either for trousseau or afterwards.



To emphasize the deep décolletage is the mission of the long scarfs that depend from each shoulder of this evening gown. The scarfs are jade green chiffon, the gown lustrous black panne velvet. A narrow edge of dull gold stitchery finishes the edge of the frock.

IF YOU ARE LETTING YOUR FLAT.

Don't leave personal photographs in evidence. Put away bric-a-brac and other knick-knacks which might get broken.

Lock up display cabinets and cupboards containing valuable china.

Pack up your choicest books. Other people may not treat them with such respect as you do. Leave cupboard shelves, &c., freshly papered.

See that there are even, and sufficient, numbers of items of table and bed linen, as well as towels and kitchen cloths, if "linen" is left.

Put up clean curtains, and have loose covers, &c., washed or cleaned for your tenants.

Leave a little salt in the salt-cellars. This is a curious superstition which means a great deal to some people. It is regarded in the nature of a welcome to the house. "They might have left a pinch of salt for good will, it doesn't cost anything!" disappointedly exclaimed the new occupier of a furnished flat the other day, and she was not the type of woman one would expect to believe in signs and omens, either.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 15



BY ZENA TRETT.

IN "THE LOVE SONG."

A cocktail of hot water and lemon juice is my substitute for breakfast and it keeps me in excellent condition, too.

Before I start my daily dozen, I squeeze the juice of a lemon and distribute it equally between two large glasses of water as hot as I can stand to drink it. I drink both glasses, and take nothing more until lunch. I have found that breakfast is quite an unnecessary meal that tends to consume considerable time, and also to add to one's weight.

The hot water takes the place of a stimulant, such as coffee or tea, and keeps one from feeling faint or under-

NOTES FROM PARIS.

Lace will be a favourite material for some time to come, especially for the latest evening gowns. Silver and gold lace lends itself best to ornamentation, very coarse patterns being embroidered with paillettes, and original-looking flowers with struggling leaves are stitched with tiny pearls tinted to match the flower chosen.

Other laces are reminiscent of an old Eastern carpet, and are worked with a maze of subtle colours, the most recent being ombre. Chantilly lace is covered with iridescent motifs, which are called by fantastic names such as "Star of Night," or "Woven Air."

These are divided into two types, one being a classical design, another decorated with a modern application. The foundation colour is usually beige, blonde, or brown, and, of course, there is black.

There are perfect representations of Malines, or Point de Venise lace, made in metal. A very new idea is a tulle frock embroidered at the bottom with a flower pattern in tiny sequins, imitating lace; metal sequins are usually chosen, the colour being found in the tulle. Experiments have been tried with beaded lace, but it is found to be rather too heavy to drape well.

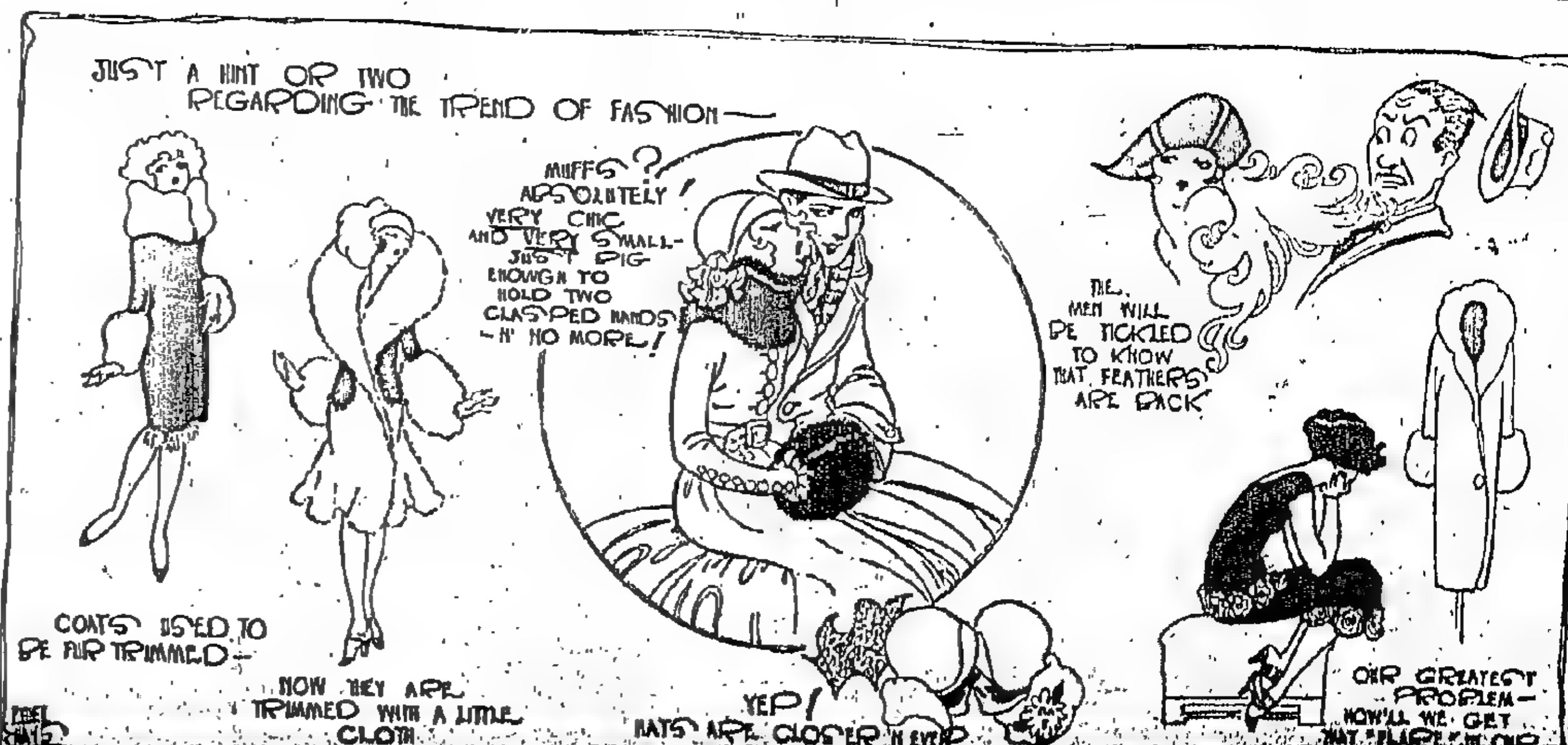
The ensemble craze has penetrated to the boudoir, where we find matching sets of negligee dressing jacket and mules. Patterned chiffons have, of course, found their way there, and fashion some of the daintiest negligees. The flimsiness of the material demands complicated

THE IMPORTANCE OF THE JUMPER SUIT.

That the jumper suit has come to stay is shown by the novelties in the newest models. Though they are cut on the same lines, the jumpers are now treated to rows and rows of frilling, or bands of the most beautiful embroidery. Skirts remain unchanged; few seem to have been affected by the godet invasion, and pleats are the eternal cry.

The most up-to-date models all boast of high necks, especially trimmed to match the jumper; for example, if your trimming is rows of frills, your trouble collar will be likewise ornamented. But the most marvellous part of these suits is the bewitching little coats for wear on chilly autumn days. They are of exactly matching kid, rendered as soft as silk, and the trimming is squares of dyed rabbit completely covering the kid, except for an alluring check-work line separating the squares.

SOME WINTER EXPECTATIONS.





THE ADVICE OF SANTA CLAUS

Shop Now! Shop Right! At the Right Store!

WHITEAWAY'S XMAS AVENUE

GAILY FESTOONED AND DECORATED, LEADS TO THE WORLD OF TOYS. ON EACH SIDE OF THIS LONG AVENUE ARE DISPLAYED THE RIGHT GOODS FOR XMAS PRESENTS TO SUIT ALL.

Gifts for Father

Gifts for Mother

Gifts for Sister

Gifts for Brother

Gifts for Sweetheart

Gifts for Baby

Gifts for Friends

Gifts for the Home

Gifts for the Aged

SHOP EARLY! EARLY SHOPPERS GET THE BEST SELECTION.
A FEW SUGGESTIONS FROM OUR HUGE STOCK.

Silk Handkerchiefs
Ties to Match
Bow Ties
Full End Ties
Gloves
Walking Sticks
Braces
Studs and Links
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Ladies' Gloves
Fancy Handkerchiefs
Silk Hose
Children's Frocks
Baby Sets
Scarves
Ladies' Coats
Woollen Jumpers
Manicure Sets

Leather Tie Cases
Leather Collar Boxes
Stationery Cases
Writing Cases
Powder Boxes
Scent Sprays
Perfumes
Perfume Sachets
Dressing Cases

Travelling Rug
Down Quilts
Bedspreads
Cushions
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Electric Toasters
Electric Irons
Table Centres
China Tea Sets

Toys and Games for the Children Crackers & Novelties for the Xmas Party

SPLENDID SELECTION. LOWEST POSSIBLE PRICES
CALL AND INSPECT. YOU WILL NOT BE PRESSED TO BUY

Bring the Children to See the Toys.

Our Store will Remain Open Till 6 O'clock Every Night Till Xmas Eve

WHITEAWAY, LAIDLAW & Co., Ltd.

Early Shopping Means Economy, Convenience, Full Satisfaction!

ARTS & CRAFTS SHANGHAI.

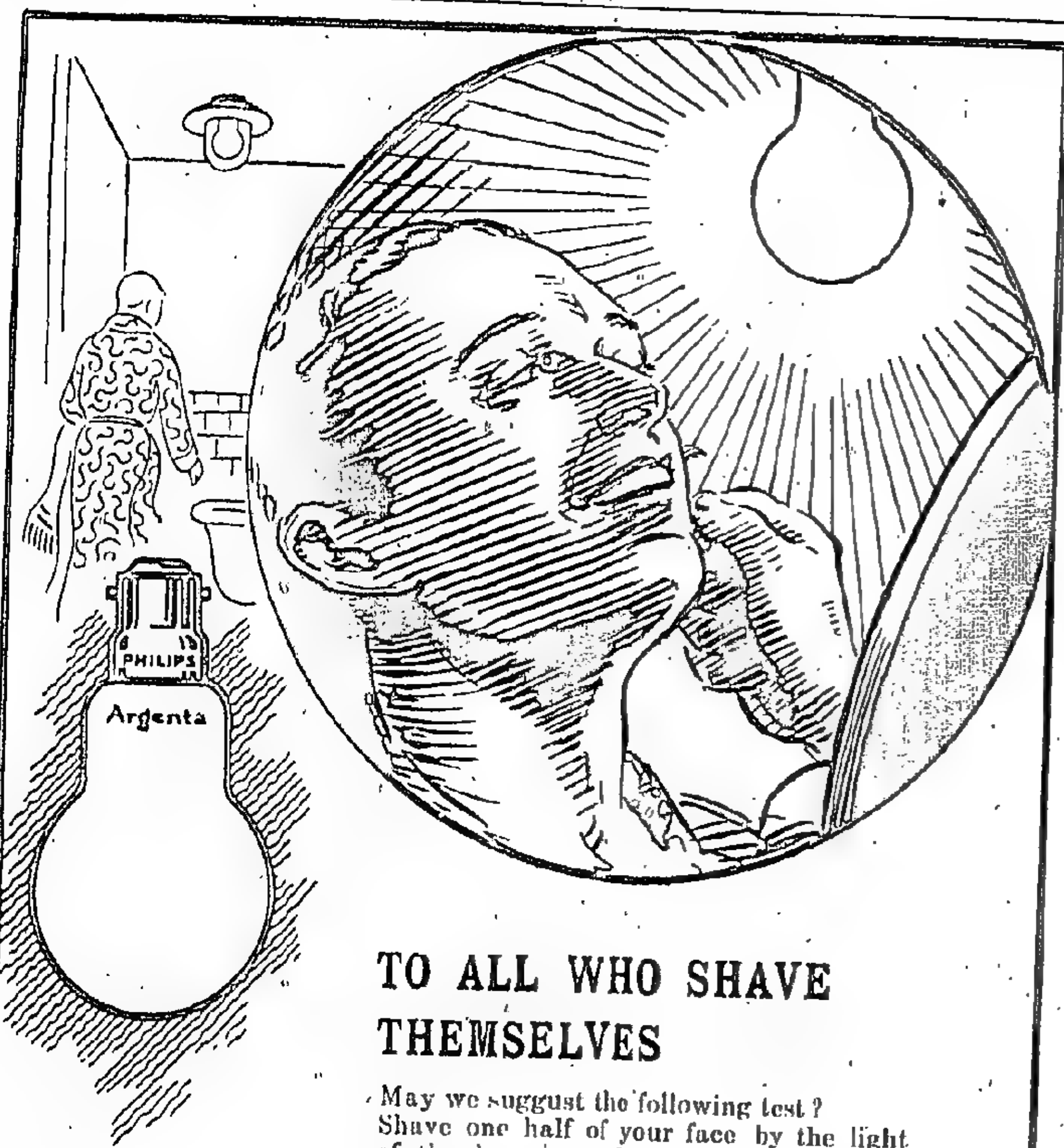


SUBMIT DESIGNS AND ESTIMATES FOR THE
FURNISHING and DECORATING

OF
HOTELS, THEATRES, CAFES
AND OTHER PUBLIC BUILDINGS.

ARTS & CRAFTS, Ltd.

(Opposite the Racecourse)
SHANGHAI.



TO ALL WHO SHAVE THEMSELVES

May we suggest the following test?
Shave one half of your face by the light
of the lamp you have now in use, and
after having replaced it by a Philips
Argenta Lamp, finish shaving. Now
examine your skin closely in your shaving
mirror and the difference will at
once be noticeable.

The clear, bright light of the Argenta
Lamp will reveal any parts not evenly
shaved.

Furthermore, as the light of the Philip
Lamp is not dazzling, you can shave
with the lamp close your face.

Better light with

PHILIPS LAMPS

Apply to your Electric Dealer.

Wholesale Agents for Hongkong and South China.

HOLLAND CHINA TRADING CO.

GERMAN WAR SPIES.

GENERAL CHARTERIS SPEAKS.

When reunited stalwarts,
rather preposterously called
"veterans" of the late European
bellicosity, parade these days, it
is not difficult to recall the pic-
ture of streets autumn-brown
with khaki in a day dull gray
with war.

But somehow it is not so easy
to recall the more subtle fears of
those times—the fears of spies and
enemy agents that led you to
lower your voice in a restaurant
if your waiter happened to speak
with an accent the tinge of
which you couldn't quite deter-
mine.

These were days when you
heard over back fences or across
subway aisles that "They shot
five spies at Governor's Island
this morning" or that the British
had polished off three times that
number at a single matinee in
"the Tower." Most of these tales,
it seems at this late date, were at
least fish, if not downright tosh.

"There was more nonsense
talked about spy-shooting than
perhaps anything else in the
war," says Brigadier General
John Charteris, C.M.G., D.S.O.,
who ought to know, for he was
head of military intelligence on
the staff of Sir Douglas Haig
while all the spy hunts were
going on. He is a member of
Parliament now, and is in New
York after attending the Inter-
parliamentary Union as a
delegate.

"Few spies were shot during
the war, he adds, "and only the
least important of them. They
were shot more as a lesson to
others than because of any fear
of the men themselves. There
was Lady, for instance, a delight-
ful fellow and a very good soldier,
but thoroughly unintelligent.
There was no fear of him. He
had been under observation for a
long time before he was actually
arrested. He was a picturesque
figure, and shooting him probab-
ly frightened off other agents.

"But the important enemy
agents weren't disposed of. They
were too useful to us alive. We
simply kept them fully and com-
pletely covered, watched them
every minute and used them to
our own advantage, making sure
that they were of no use to their
employers meanwhile.

"By full use of the deft art of
forgery, for example, they could
be rendered harmless. We could
intercept their letters to their
headquarters and so change the
information they were sending
that it was entirely false. And
we could help ourselves to their
mail and doctor it so that it con-
tained false orders.

"Few persons realize the height
to which forgery rose in the in-
telligence service. I have in mind
the case of one spy whose affairs
we knew so well and whose writ-
ing we knew forged so neatly that
we carried on his personal and
official correspondence for six
months without its being discov-
ered. Even in his letter to his
home we were able to inquire
after little Fritz's sore throat and
Aunt Elsa's rheumatism. And his
official business we carried on so
well that we even collected his
pay. We really forged the man's
mind as well as his writing.

"It was not difficult to discover
these agents. Nearly always they
will give themselves away if given
half a chance. There is the
case of one man who eluded us
for a time. We picked up his let-
ters, mailed from Liverpool, but
we couldn't catch him. He posted
them at different pillar boxes each
time. Finally we decided we
would give him rope and let him
catch himself.

"We instructed post offices in
the vicinity to inform all persons
buying postage-ha-penny stamps
which was required for foreign
mail, that they would have to
sign their names for them in the
future. That meant nothing. The
man could have signed his name
boldly and got away with it.

"Instead, however, he was very
nervous when he heard the news
and tried to disguise his writing.
Next time he went to a small
town sixteen miles away to buy
his stamps. From that moment
we knew our man and after that
there was no danger from him."

"The work of collecting enemy
information, General Charteris
admits, was a little more difficult.
It was accomplished by a net-
work of agents who relayed news
to a sifting headquarters. Few
of these agents know the others.
"The difficulty lay in communi-
cating information rapidly," he
adds, "for in modern warfare it is
useless unless received within
forty-eight hours or so. We
resorted to all sorts of schemes of
transmission, some of which were

SCIENCE WONDERS.

ENTHRALLING MODERN RESEARCH.

One of the indictments fre-
quently brought against science
is that it is robbing the world of
poetry and killing the imagina-
tion of the world. This is an in-
dictment which makes the
scientists smile. For it shows
chiefly that the person bringing
it is greatly ignorant of the march
of science.

It might seem, for example,
that the scientist had robbed the
world of poetry when he showed
that the sun was an object whose
size, temperature and com-
position can be measured
rather than the chariot of a
Greek god being driven through
the sky.

But the man who takes the trou-
ble to look into what the scientist
has found out about the sun
will discover that he has at his
command material a thousand
times more poetic and dramatic
than any picture that the ancient
Greeks conjured up.

In fact, the astronomer is so
accustomed to digging up facts
that stagger the human imagina-
tion that the use of that phrase
itself has become a bromide in
the literature of astronomy.

It is possible to see how much the
scientist has done to stimulate
imagination and to bring a new
poetry into the world by compar-
ing the ancient idea of the uni-
verse with the modern one.

The ancient idea was of an
earth which was flat and station-
ary. It floated upon a great sea.
The sky was an actual roof over
it. When it rained, it was be-
cause windows had been opened
in this sky to let the waters above
the earth fall through.

The stars were lights, like
lamps, hung on this roof over the
earth.

Knowledge in other directions
was equally simple and naive.
Nothing was known, for example,
of chemical changes or of the still
more wonderful changes which
go on in radioactive materials.

Modern science has given us a
globular world, spinning on an
axis and revolving about a sun
which is itself rushing through
space with a speed of more than
12 miles a second.

The sky, instead of being a roof,
is a great sea of ether extending
to infinity, in which the stars are
not lamps but great glowing suns,
some of them a hundred million
times the size of our sun.

Our own earth has been shown
to be full of the magic of chemi-
cal and biological processes.

It is true that science destroys
old poetic ideas. But it supplants
them with a new poetry a
thousand times more imaginative.

fantastic enough for any
novelist.

"One German locomotive
engineer carried messages un-
wittingly for us over a period of
eighteen months. One of our
agents worked as a cleaner in the
shops of a certain city. Just
before each day's trip he hid a
code note in a certain part of the
engine. At the other terminal
another agent, also a cleaner,
took it out and sped it to England.

Similarly, messages were sent
inside a valve of a bicycle tube
entirely without the knowledge of
the postman who rode the bicycle.
"Once with an important mes-
sage we used a crate of onions as
a carrier. The note was placed
in the centre of one of the onions,
and it was neatly sealed and
placed with hundreds of others in
the crate and shipped. It would
have been a difficult task to find
it—a task which our men at the
other end undertook willingly
and accomplished successfully.
On another occasion a message
was written on an inner layer of
linen in a shirt.

Often we sent messages to
captured officers in books. We
would have a copy of a Walter
Scott novel printed. Every page
but one would be bona fide. On
that one, in the same type and
looking to be part of the novel,
would be his instructions for
escape. It worked time after
time.

"Sometimes we also sent com-
passes to these prisoners to guide
them after they had escaped.
These were hidden in buttons of
coats for they were allowed to
receive clothing. The top of the
button unscrewed and out popped
the compass."

Such are the stories of the last
war. "Now they can be told,"
as Sir Philip Gibbs has remarked.
But of the next war, if any, Gen-
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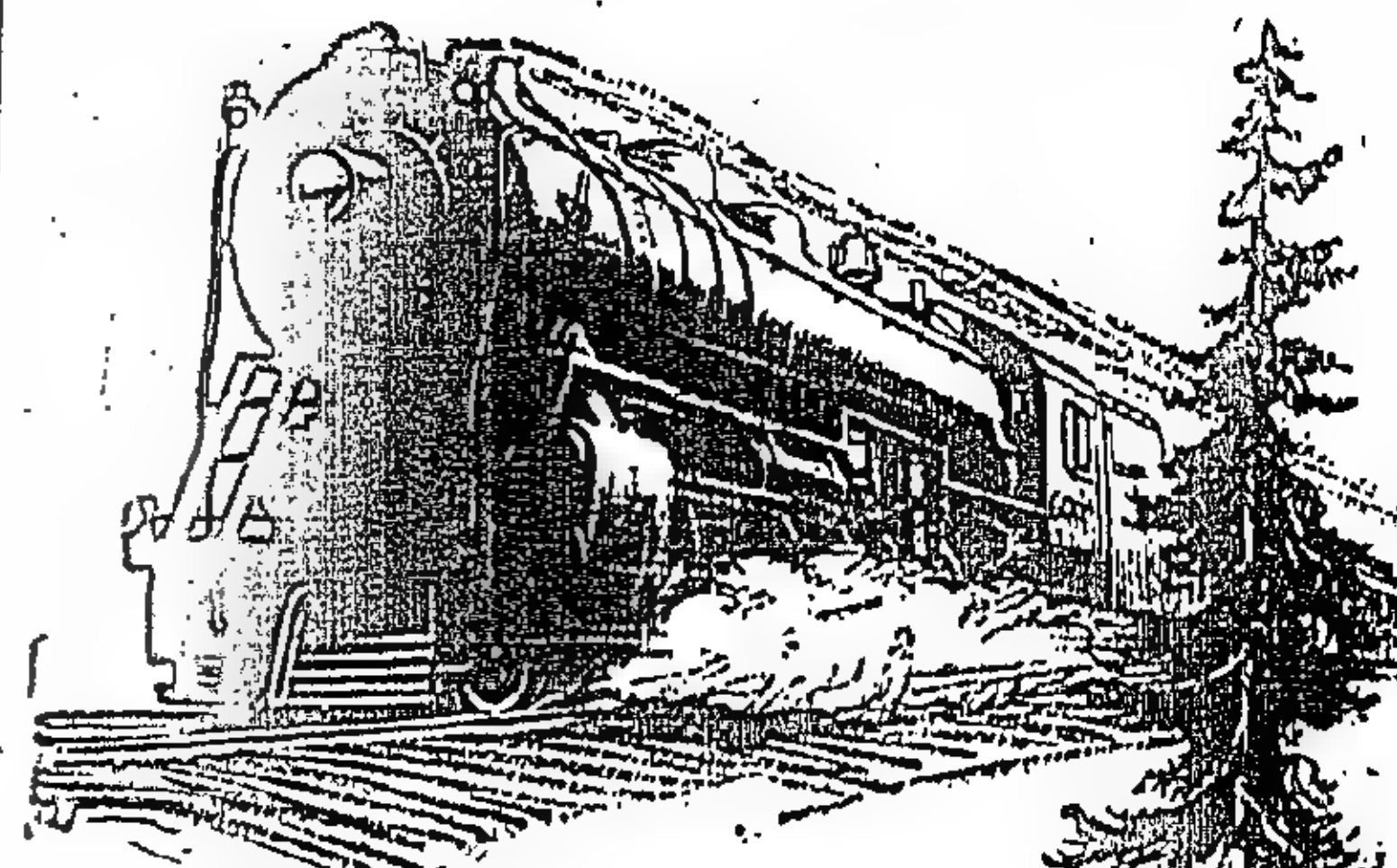
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NEW KIND OF MAN ... }
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CHINA'S ETERNAL CITY.

PEKING AS IT IS TO-DAY.

Sir Percival Landon, the special correspondent of the Daily Telegraph, in a mail article, written in October gives the following interesting pen picture of life in the Chinese capital as he has been seeing it:

Yesterday the sun was low in a luminous haze of gold behind the purple of the Western Hills. One looked down upon a dense growth of trees, horizon-wide and matted together in the dusk, up through which the yellow roofs of the Imperial city lay close-ranked by, like a fleet of golden two-deckers above the undulating green. Just beyond them the five-pointed Coal Hill, crowned with shrines, rose up like an island under whose lee they lay at anchor. The ultramarine mist, partly smoke, partly dust, partly distance, drifted across the scene; and the furrows ploughed in the greenery by the straight, yellow-topped walls merged a mile away into the growing darkness.

There is no town in all the world that is even remotely like Peking. It is rather smaller than in the days when Marco Polo set down his admiration in the greatest book of travels that has been written, and it has been rebuilt since his thirteenth-century day. But the rebuildings have not affected either the plan of the town or the position of its greatest structures; they have been for each Imperial builder in turn merely an opportunity to raise a fairer structure than that which he took down. To this day Marco's statement of the criss-cross design of Tartar Peking streets is nearly true, though the relative positions of the gates in the new northern wall have seemingly been altered.

"The whole plan of the city was regularly laid out by line, and the streets in general are consequently so straight that when a person ascends the wall over one of the gates and looks right forward he can see the gate opposite to him on the other side of the city." He needs, however, a clear day, for the opposite gates are three and four miles apart. To-day, in this time of stress and change, Peking is no less magnificent because, for a time at least, its human glory has departed. Still rise the long strung-out courts and corridors and palaces of the Emperor's city, empty all. Still in their place are the giant walls of brick, and the gates and marble bridges and the pavilions of a lost Imperialism. The history of Peking never stays its course, never lessens in interest, and every change has been designed in sanguine. There is no respite even in our days. Round the Legation Quarter in the inner city lies out the clear-swept and ominous glacial that is the greatest of all memorials of the Boxer siege; and on it, however fast the game, to some older ears the hoofs of the polo ponies still drum out "1900-1900-1900." And what of to-morrow? Can Peking change?

FOREIGN COMMUNITY.

There are two unexpectedly good hotels here which form useful centres for a foreign society as mixed and as interesting in its composition as any in Asia—a society watchful and sometimes bitter of tongue and pen, a society that is not as smart or as business-ridden or as rich as that of Shanghai. In this meeting-place of twenty races, all on the same plane of pleasant or distasteful exile, the stranger soon learns that, except among the less wise, diplomacy veils all speech and silences much. In spite of Peking's reputation, scandal is not the piece de resistance of most dinner conversation; and there is a soufite of it before the coffee—why, more harm is done than is meant. Indeed, a certain large tolerance of those who carry things with a high hand marks Peking, and is no doubt a tradition of a time when Europe was practically two years distant, instead of fifteen days. There is lotus in the air as well as in the Palace moats, and the traveller, who must generally come here through either India or Japan, finds the broad good humour of the masses of China pleasant after the sad vicissitudes of India and the super-smiling of Japan.

Peking is a capital of contradictions. She has many trees, but few gardens; and in spite of the width of her main thoroughfares the city is made up of narrow alleys cramped between windowless walls, dirty and evil-smelling, yet pigsties every hundred yards by a door that for one tantalising second suggests one of those luxurious

CLAY FIGURES.

THE NANKING INDUSTRY.

Clay figures made at Hui Shan Wushih, Kiangsu province, are well-known to all outsiders who visit the place. Foreign tourists always take away a few pieces with them as mementoes. This trade is monopolised by a group of makers at Hui Shan, with whom no others can compete. In Nanking, however, some of the toy makers are now turning out similar clay figures for the children of the city in a highly creditable manner. They learnt the art from a clay maker immigrant from Wushih.

The trade is highly profitable because of the low cost of production, the net profit being estimated at 70 to 80 per cent. without counting the time spent by the maker. The toys consist of either human or animal figures made in a highly realistic manner. A kind of adhesive clay is first powdered and mixed with water to form a pliable plaster. The figures are shaped by hand, painted and mounted with paper decorations. Birds are the most favourite theme of the Nanking makers, who fashion them in various natural postures. The price of the figure is quite reasonable, considering the amount of labour and the degree of skill required to turn them out. A bird three inches in length fetches a retail price of from 10 to 20 cents, small money. There are retailers who obtain the figures from the makers at only 60 per cent. of the ordinary retail price. The average daily earnings of a Nanking clay figure maker vary according to individual skill from \$0.60 to \$1.—Chinese Economic Bulletin.

European homes which can be made in a Chinese house—but in no other native structure in Asia. The air is full of cries. The water-carriers wheel their shrieking barrows all the day; the street criers are never silent; bells and clangs and wooden knocks announcing to the initiated the trade of the coming pedlar go on from early dawn to long past midnight. Sometimes over all one may hear the drone of a great gong muttering from behind temple walls, sometimes the fantastic whistle of the pigeons overhead, and always the rasping fall of the water thrown by long-handled bowls upon the dusty roadway. The main ways are clogged with traffic, and strings of shaggy, two-humped Mongolian camels go about the streets eternally. Sometimes there is a funeral or a marriage procession, each with its accompaniment of fluttering flags or braying instruments and its central palanquin of garish red. It is hard to tell one from the other save by the presence or the absence of a small company of white-clad men whose duty it is to see the last rites said over the vast misshapen coffins that the Chinese love. Sometimes on high days the public buildings are crudely adorned with hangings of wicker structures of pink and scarlet and magenta, set about with yellow rosettes, but Peking needs no decoration.

DISJOINTED LIFE.

If there is one word more than another that applies to the life here it is, I think—disjointed. For herein there is no real connection of interest or sympathy of thought, there is scarcely understanding between the workers—for whom no one as yet has proposed the mercy of a sixteen-hour day—and their nominal governors, the Ministers and Departments of States. Between these latter and the foreign colonies on the one hand and on other their Ministers and lords at Mukden and Kalgan there is no bond whatever. From another point of view the centres and shrines of the religions of China are as entirely remote from the life and the love of the common people as if Buddha and Confucius and Lao-tze had never lived. From yet another—though the Manchu Emperor has been hailed by Feng Yuxiang out of the Forbidden City and is taking sanctuary in Tientsin—the breach that has always existed between the secret adherents to Imperialism and the open advocates of a Republican Government that has never really existed seems to grow no less. It was a shrewd observer who said that, hidden in some recess, there is still to be found in every house throughout Peking a dragon fly for use on a day of restoration—a day which some look forward to and some fear, but of which none would deny the possibility.

GUIDE TO GOLD.

SOLUTION OF BIRDS AND TREES PROBLEM.

It is easy to understand how the hovering of birds may give warning of a school of fish to the fisherman or indicate the presence of carrion to the hunter, but it is not so clear how birds may guide the prospector to a gold mine. A grayish Venezuelan bird, of robin-like size but usually hidden in the dense foliage of tall trees, is called "El Minero" (The Miner) by the natives, on account of its habit of frequenting localities of gold mines or abundant quartz. On hearing of this belief, F. D. Pagliuchi, Venezuelan mining engineer, investigated, and, as told in Engineering and Mining Journal-Press, he was able to discover quartz ledges near whenever he heard the bird's cry. The strange bird's habit was very perplexing. Then a miner informed him that the prospector keeps watch for the Mora tree, which grows near gold mines, and specimens were shown near the mine under examination. This gave the key to the mystery. It was evident that the tree grows in siliceous soil, and while that may not be auriferous, it is a likely place for gold in a gold-bearing country. The bird is attracted to the quartz ledges by the berries of the Mora tree.

BOY SCOUT MOVEMENT.

BARRED IN ARGENTINA.

Buenos Aires, Nov. 13.—The Boy Scout movement has been characterized in Argentina as a harmful influence on the younger generation because of its militaristic tendencies.

This opinion was formally expressed by a special committee of the National Council of Education here when recommending that the National Association of Argentine Boy Scouts be denied the right to organize troops in the Public Schools of Buenos Aires.

"The Boy Scouts which are organized in this country present a military character which is not in accordance with the fundamental principles of our pedagogical ideals," said the committee's report.—United Press.

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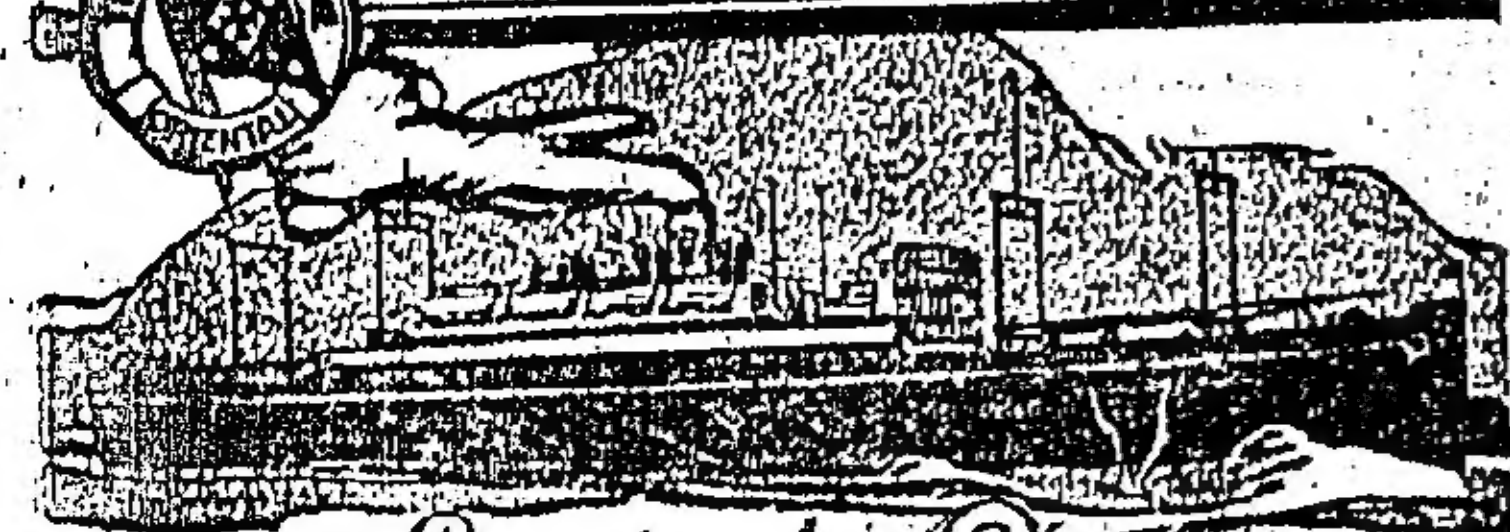


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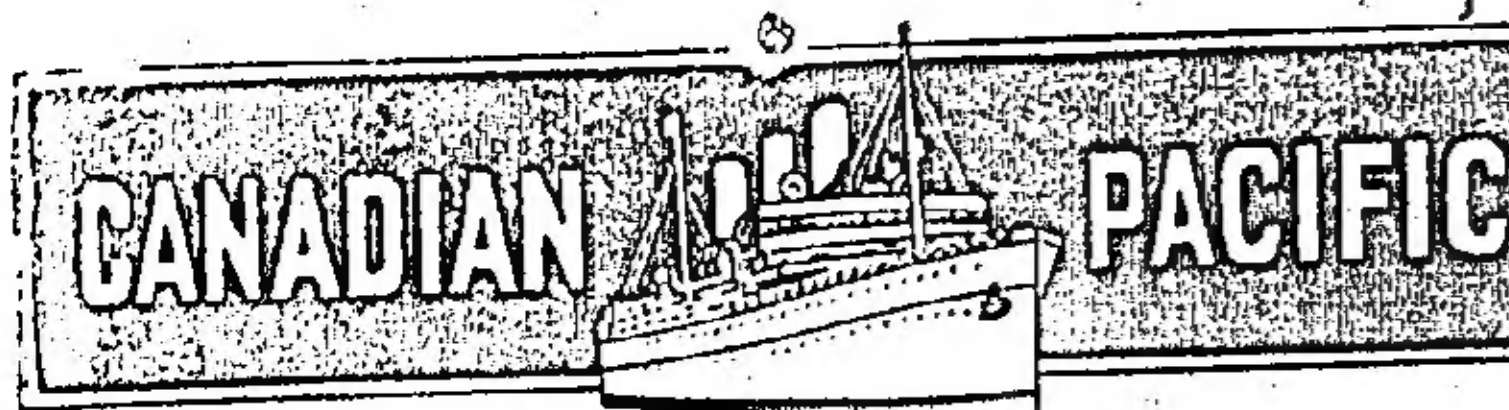
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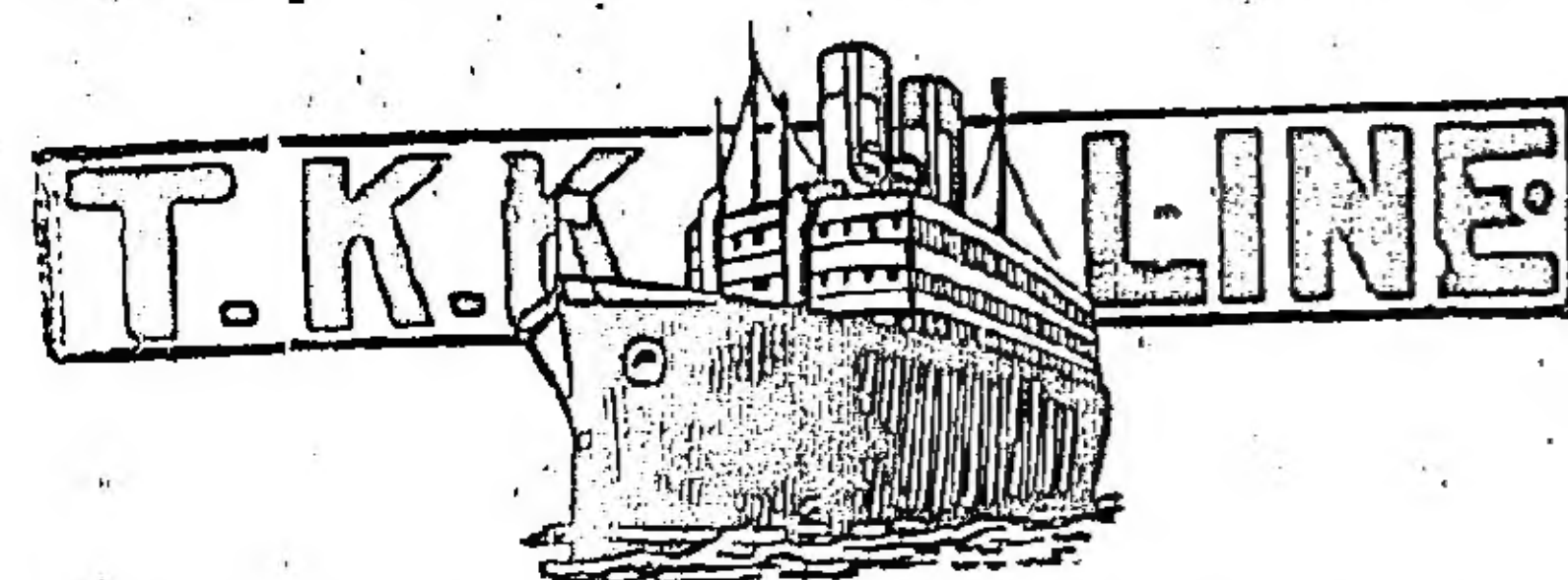
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EMPERESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10	Mar. 10
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EMPERESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5	Apr. 5
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EMPERESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5	May 5
EMPERESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17	May 17
EMPERESS OF CANADA	May 14	May 17	May 20	May 22	May 31	May 31
EMPERESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14	Jun. 14
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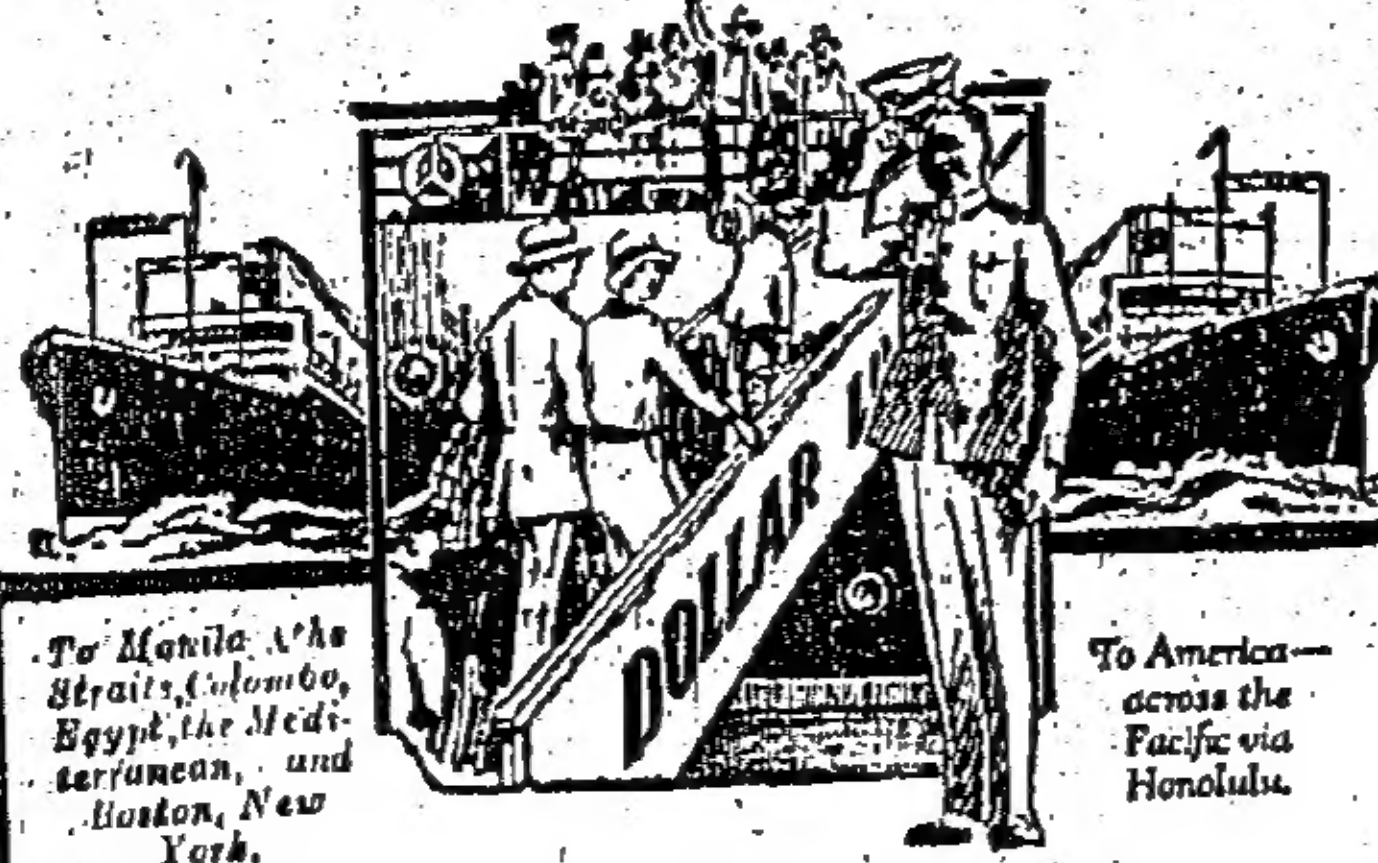
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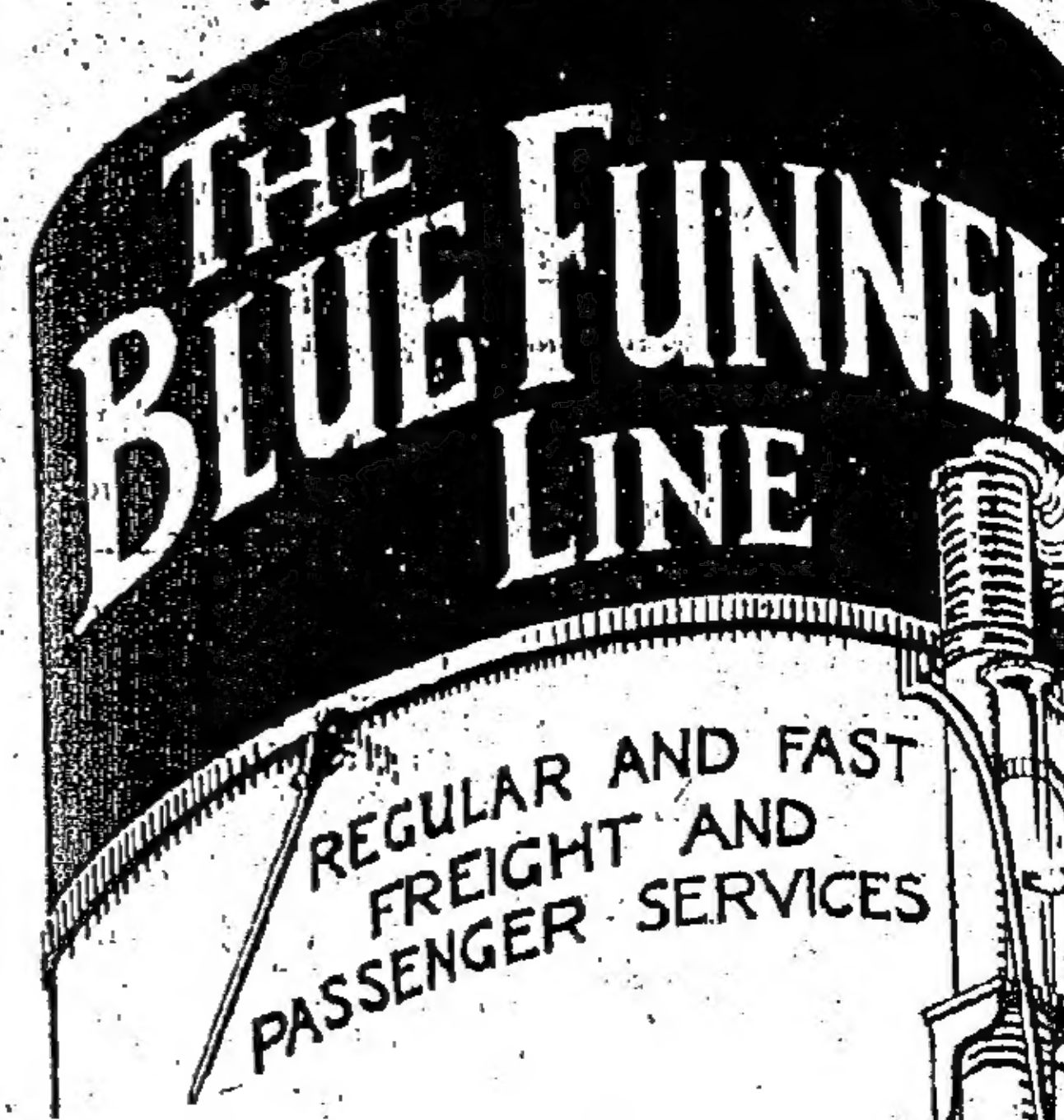
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"PATROCLUS" 16th Dec. Singapore, Marseilles & London.
"ANTENOR" 13th Jan. Singapore, Marseilles & London.
"THESEUS" 23rd Jan. Singapore, Marseilles & London.
"DARDANUS" 26th Jan. Singapore, Marseilles & London.
"PATROCLUS" 5th May. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

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Agents.

ELECTRO-PLATING.

OVER TWENTYEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and

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Electrical Engineers,

Tel Central 358.

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Through tickets to any destination in United States or Canada.

Through tickets issued via Suez Route and Europe.
All tickets issued at tariff rates.

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LLOYD TRIESTINO NAVIGATION COMPANY.

The Steamship

"VIMINALE"

From TRIESTE, VENICE, BRINDISI,
PORT SAID, MASSOWAH, ADEN,
COLOMBO, PENANG, &
SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before the 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to Rent.

All claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO, LTD.
Agents.

Hongkong, 9th December, 1925.

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Discomfort, dampness
and a million leaks.

Genasco
ROOFING

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You can lose your roof
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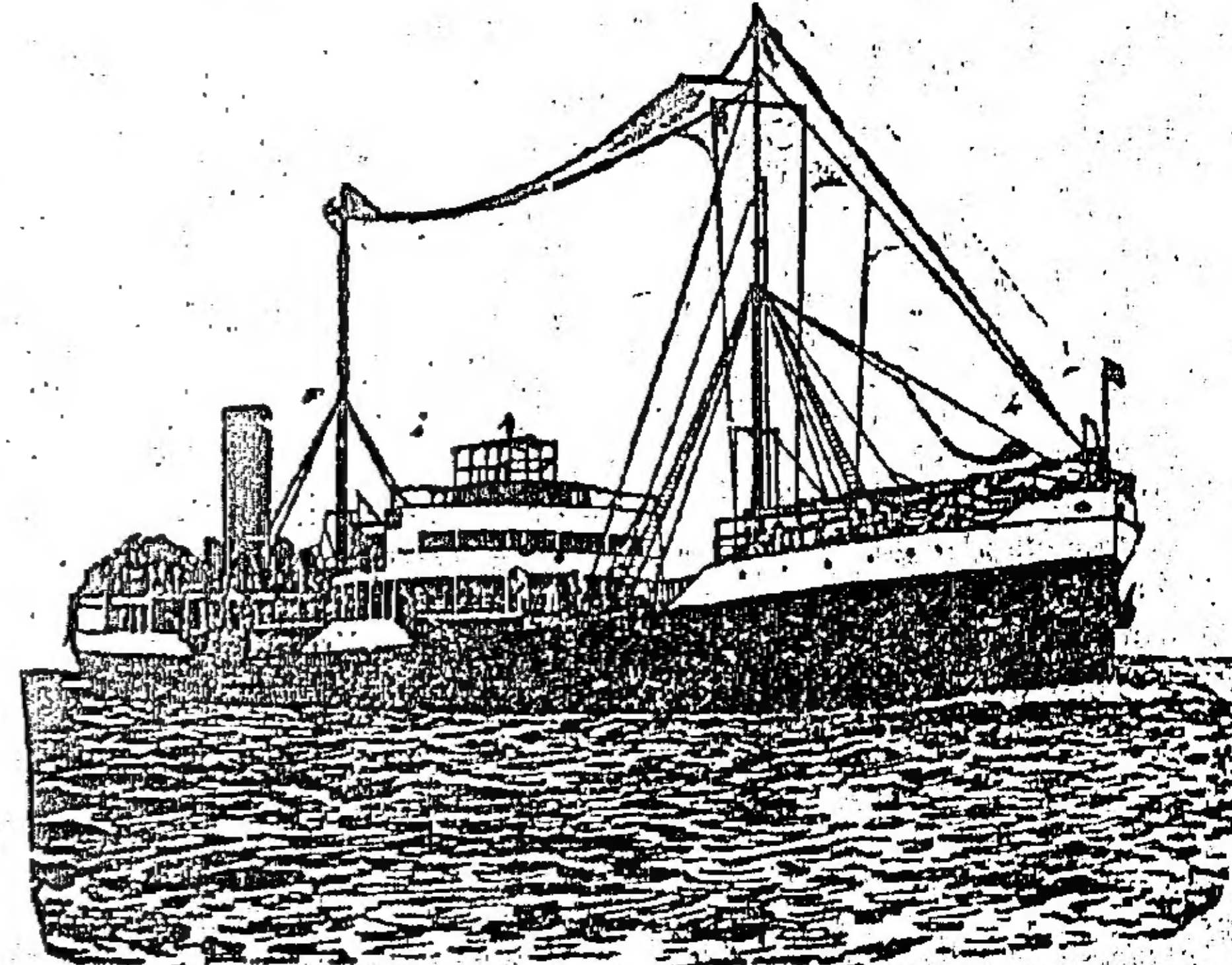
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

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OIL TANK STEAMER "PALUDINA"

412, 0' x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of a similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. 80, M.L.N.A. Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persia, Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PERMANENT & ORIENTAL PORTWRIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MOREA	10,911	12 Dec. noon	Marseilles & London
KASHGAR	9,005	26th Dec.	M's, London & Antwerp
MAEDONIA	1,089	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M's, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M's, London & Antwerp
MANT' A	10,902	6th March	Marseilles & London
KASHAJR	9,865	13th March	M's, London & Antwerp
KHIVA	9,135	20th March	M's, London & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DEVANHA	8,155	17th April	M's, London & Antwerp
KALYAN	9,144	21st April	M's, London & Antwerp
MAEDONIA	1,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London

Frequent connections from Port Said for passengers & cargo to Constantinople, Pyrene, Smyrna and other Levant ports by Steamers of the Imperial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	12 Dec. 10.30 a.m.	S'pore, Penang & Calcutta
TALAMBA	8,015	16th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th Jan.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	3rd Feb.	Island, Townsville, B'hane.
TANDA	6,958	3rd March	S'pore and Melbourne

*Calls at Iloilo & Kolambagan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	12 Dec. 6.30 a.m.	Amoy, Moji, Kobe & Osaka
MAEDONIA	1,089	12 Dec. 6 a.m.	Shanghai, Moji & Kobe
ARAFURA	6,000	14th Dec.	Moji, Kobe & Yoko.
TAKADA	6,945	21st Dec.	Kobe
SHOJIA	6,812	25th Dec.	Shanghai, Moji & Kobe
KHYBER	9,114	26th Dec.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARNARVONSHIRE	12th Dec.	GLENBEG	24th December
GLENSHIRE	25th Dec.	London, Rotterdam & H'burg.	
PENRICKSHIRE	7th Jan.	CARNARVONSHIRE	25th Jan.
GLENIFFER	21st Jan.	London, Rotterdam & H'burg via Oran.	
GLENORLE	4th Feb.	GLENSHIRE	31st Jan.
GLENARRY	18th Feb.	London, Rotterdam & H'burg.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS: Central No. 215, sub-23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "CITY OF EVANSVILLE"	Suez Canal	27th Nov.
S.S. "KERMUN"	via Suez Canal	7th Dec.
S.S. "CITY OF DUBAN"	via Suez Canal	19th Dec.
S.S. "CITY OF LINCOLN"	via Suez Canal	28th Dec.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at

Owners' option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON; JARDINE MATHESON & Co. Ltd. CANTON



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DAI NIPPON BREWERY

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TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SHANTAI & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common & Japan in U.S.A. and Canada.

Through passage rates to Europe via America U. S. 3415 G. 3420 G. 3440

IYO MARU (Nagasaki Direct)	Friday, 18th Dec. at 11 a.m.
SHIDZUKA MARU	Wednesday, 6th Jan.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
HARUNA MARU	Saturday, 19th Dec. at 11 a.m.
KAMO MARU	Saturday, 2nd Jan. at 11 a.m.
KATORI MARU	Saturday, 16th Jan.
HAMBURG via LONDON & ROTTERDAM & Ports.	
LYON MARU	Tuesday, 12th Jan.
LIVERPOOL via ADEN & MARSEILLES, GLASGOW	
MATSUO MARU	Saturday, 2nd Jan.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 23rd Dec. at 11 a.m.
AKI MARU	Wednesday, 20th Jan.
NEW YORK and/or BOSTON via AMERICA	
MALACCA MARU	Saturday, 26th Dec.
TATSUNO MARU	Sunday, 17th Jan.
BUENOS AIRES via Singapore, Durban & Cape Town.	
KAWACHI MARU	Monday, 28th Dec.
BOMBAY via Singapore & Colombo.	
SADO MARU	Saturday, 12th Dec.
SHANGHAI MARU	Wednesday, 16th Dec.
CALCUTTA via Singapore, Penang & Rangoon	
BENGAL MARU	Friday, 18th Dec.
NAGASAKI, KOBE & YOKOHAMA.	
AKI MARU	Thursday, 17th Dec.
SHANGHAI, KOBE & YOKOHAMA.	
HAKATA MARU	Saturday, 12th Dec.
TAMBA MARU	Saturday, 12th Dec.
ATSUBA MARU	Tuesday, 15th Dec.
KASHIMA MARU	Tuesday, 29th Dec.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2427. S. KINOSHITA, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" ... Sails 20th Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (PIUMBE).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILING.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "TRIESTE" (cargo only) ... Sails about 7th Dec.

M.S. "VIMINALE" ... Sails about 8th Dec.

S.S. "ESQUILINO" ... Sails about 8th Jan.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PIUMBE-L" ... Sails about 4th Dec.

M.S. "VIMINALE" ... Sails about 4th Jan.

S.S. "ESQUILINO" ... Sails about 4th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

LEGAZPI ... Sails about 15th Dec.

C. LOPEZ Y LOPEZ ... Sails about 8th Feb.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

LEGAZPI ... Sails about 26th Nov.

C. LOPEZ Y LOPEZ ... Sails about 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stowage and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1331. Alexandra Buildings, Hongkong.

O. D. BARRETO, Ltd. 13, Central Avenue, Canton.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-

BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).

Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

AMENDED CANTON SAILING:

The s.s. "FATSHAN" leaves Hongkong at 8 a.m. on

Sunday, 6th inst.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).

FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 13th December, the

s.s. "KINSHAN" will leave Hongkong at 9 A.M. from

Company's Wing Lok Street Wharf, and return from

Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" via Suez Canal 27th Nov.

S.S. "CITY OF DUBAN" " " 19th December.

S.S. "CITY OF LINCOLN" " " 28th December.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" 1st December.

For Marseilles, London, Rotterdam & Hamburg.

S.S. "CITY OF BARODA" 14th December.

For Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £30. 2nd Class £35.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambano, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

AUSTRAL-INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malaitan" to Java, Freemantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.

S.S. "TAIPING"

This Vessel will sail hence on her maiden voyage during the first half of January 1926 (date to be advised later)

FOR MANILA, PORT BANGA, ZAMBOANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND

AND TASMANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE

FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

Calling at Amoy for Passengers only

(Occupying 9 to 10 days.)

Steamships Captain Leaving.

Hailing... A. H. Stewart... TUE 15th inst at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers

Round Trip Tickets will be issued from Hongkong to Foochow

(Pagoda Anchorage) and Return, by the same steamer, by the

"Haining", "Haihong" & "Haihong" at the Reduced Rate of \$80.00

including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers Next Sailings Pub. arr. at Hong Kong and Sailing for

Shanghai & Japan

ANDRE LEBON 6th Nov. 11th Dec. 22nd Dec.

PAUL LEBON 20th Nov. 23rd Dec. 5th Jan.

AMBOISE 4th Dec. 6th Jan. 19th Jan.

AMAZONE 11th Dec. 14th Jan. 2nd Feb.

FONTAINEBLEAU 11th Dec. 14th Jan. 2nd Feb.

RATES OF PASSAGE MONEY TO MARSEILLES.

